City and County of San Francisco
Planning Department

350 Rhode Island Street Office Building

DRAFT ENVIRONMENTAL IMPACT REPORT

98.714E

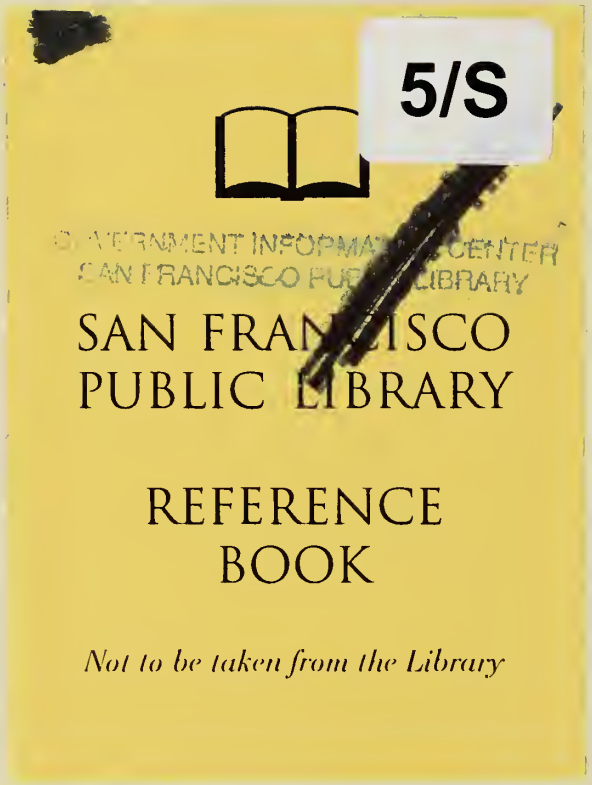
August 28, 1999

Draft EIR Publication Date: August 28, 1999
Draft EIR Public Hearing Date: October 7, 1999
Draft EIR Public Comment Period: August 28 to October 12, 1999

D

Written comments on this document should be sent to:

Hillary Gitelman
Environmental Review Officer
San Francisco Planning Department
1660 Mission Street
San Francisco, CA 94103



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350 Rhode Island Street Project
Draft Environmental Impact Report

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I. SUMMARY

A. INTRODUCTION

This document is a Draft Environmental Impact Report (DEIR) prepared in accordance with the California Environmental Quality Act (CEQA) for the proposed construction of a four-story office building with ground-floor retail space and subterranean parking. CEQA requires that an Environmental Impact Report (EIR) be prepared for any project to be undertaken or approved by a local or State agency that may have a significant effect on the environment (California Public Resources Code, Section 21000).

An application for environmental review evaluation for the 350 Rhode Island Street project was filed on September 2, 1998. On the basis of the Initial Study published on July 3, 1999, the San Francisco Planning Department, Major Environmental Analysis section, determined that an EIR is required. (See Appendix A for a copy of the Initial Study). The Lead Agency responsible for preparing the EIR on this project is the Planning Department for the City and County of San Francisco. This EIR is intended to provide sufficient and accurate environmental documentation to allow the San Francisco Planning Commission to make an informed decision concerning the proposed 350 Rhode Island Street new office building project.

B. PROJECT DESCRIPTION

The proposed project entails the construction of a four-story, approximately 303,000-square-foot office and retail building with parking at 350 Rhode Island Street. The proposed building would include approximately 3,000 square feet of ground-floor retail space, about 300,000 square feet of office space, about 11,000 square feet of interior courtyard, and approximately 150,000 square feet of basement parking on two and a half levels, providing up to 594 tandem/valet or 491 self-service parking spaces.[1]

[1] The Initial Study reviewed a project with 642 valet parking spaces. Plans now call for a project with 594 valet parking spaces and the Draft EIR analyzes the revised parking supply.

The 80,000-square-foot project site is located in the Potrero Hill neighborhood, south of Showplace Square. The rectangular site, currently occupied by a warehouse and associated two-story office building both vacated in September 1998, occupies the block bounded by 16th, Rhode Island, 17th, and Kansas Streets.

Following completion and certification of the Final EIR, the project would require the following approvals:

- Planning Commission authorization of new office space under procedures set forth in *Planning Code* Section 321, Office Development Annual Limit; Conditional Use Authorization as a Planned Unit Development to allow exceptions to the *Planning Code* for tandem/valet parking; a discretionary review hearing for demolition of an industrial building in an Industrial Protection Zone; and a finding that the project is consistent with the Priority Policies of Section 101.1 of the *Planning Code* and applicable Objectives and Polices of the *General Plan*.
- Planning Department approval of the building permit application.
- Department of Building Inspection approvals of building permits.
- Department of Parking and Traffic approval of proposed loading zones (white and yellow curbs) in front of the project site on Rhode Island and Kansas Streets.

Construction of the building would take approximately 15 months, including interior finishing, after which initial occupancy would occur. Estimated cost of the project would be about $30 million (1998 dollars). Pfau Architects of San Francisco is the lead project architect.

C. MAIN ENVIRONMENTAL EFFECTS

The proposed 350 Rhode Island Street project would result in a change of use from a former industrial use to office use at the site. Potential significant environmental effects of the project include effects related to transportation and circulation and urban design, which are discussed in this EIR. For informational purposes land use effects of the project are also discussed. The Initial Study determined that issues related to land use, glare, population and housing, noise, air quality, shadow, wind, utilities and public services, biology, hydrology, water quality, geology and topography, energy and natural resources, hazards, and cultural resources would be either insignificant or would be mitigated to less-than-significant effects through measures included in the project. (See Initial Study, Appendix A.)

LAND USE

The proposed project would add to the existing office land uses near the project site. Though the largest land use (by floor area) is showroom or design, the development of an additional office building in the area on the project site would not be a significant effect because it would be in an area that is intensively developed with a mix of commercial and industrial uses. The proposed project, however, is in a newly created Industrial Protection Zone (IPZ) the purpose of which is to prohibit residential development and require a public hearing for any proposed demolition of an industrial building in the designated area. The project would not disrupt or divide the physical layout of the area.

URBAN DESIGN

Scenic views currently available to the public in the vicinity of the project site are from higher elevations on Potrero Hill (the project site is at the base of the hill). From Mariposa and Kansas Streets, one block to the south, there are views of the downtown skyline, the Bay Bridge, Yerba Buena, and the East Bay hills. Private buildings in the area may have views of the hill, neighborhood or beyond. Views from public streets or private properties may be altered by the proposed construction, but they are not expected to change considerably given that the neighborhood is densely developed and the existing NORCAL building covers the entire site and reaches a height of 34 to 40 feet. The changes that would be introduced by the project would not be inconsistent with the dense, urban character of the surrounding area. The proposed project would not intrude on any public right-of-way; it would, however, add sidewalks to the right-of-way surrounding the project site.

TRANSPORTATION

The project would generate about 5,880 new person trips on a weekday. During the P.M. peak hour (4:30 to 5:30 p.m.), the project would generate about 480 new person trips. Of the 480 new person trips, about 64 trips would be made by transit, 346 would be made by automobile, and 70 would be made by walking, bicycles or motorcycles.

Eight study intersections were analyzed in the project vicinity, including 16th Street/Potrero Avenue, 16th Street/Rhode Island Street, 16th Street/Kansas Street, 16th Street/Vermont Street, 17th Street/Rhode Island Street, 17th Street/Kansas Street, U.S. 101 off-ramp/Vermont Street/Mariposa Street, and Division Street/Eighth Street/Townsend Street/Henry Adams Street.

Only the intersection of 16th Street and Potrero Avenue is traffic signal-controlled. The remainder are stop-sign controlled. Existing traffic conditions during the weekday P.M. peak period (4:00 to 6:00 p.m.) were evaluated. In general, the study intersections operate at acceptable levels of service, with average delays of less than 25 seconds per vehicle. The exception is the intersection of 16th and Kansas Streets, which is all-way STOP controlled. The LOS E at that intersection is due to the higher volumes on 16th Street in both directions. All other intersections currently operate at LOS D or better. In San Francisco, intersections operating at LOS D are considered to be acceptable, and LOS E and F are unacceptable. Intersections that degrade to LOS E or worse from LOS D or better would be considered to experience significant impacts on traffic circulation and operations.

The addition of project-generated traffic would not result in any change in the LOS at the study intersections, with the exception of the signalized intersection of 16th Street/Potrero Avenue where the LOS would degrade from C to D and the average delay per vehicle would increase from 23.1 seconds to 39.8 seconds, which would not be a significant impact. However, the delay at the intersection of 16th Street and Kansas Street would increase from about 34 seconds to about 40 seconds per vehicle, and the LOS of the northbound approach would degrade to LOS E. This would be a significant impact, which could be mitigated by signalizing the intersection.

Over time, traffic volumes in the project vicinity are expected to increase, primarily due to implementation of the Mission Bay project and other area wide development. These "cumulative" increases will result in increased congestion on freeways, major arterials, and the local streets which access these facilities. Two intersections would be appreciably degraded by 2015: 16th/Rhode Island Streets and 16th /Kansas Streets. The project's contribution to cumulative conditions at these intersections would not be considerable, and conditions would degrade with or without the proposed project. Potential improvements to the area to address these future problems might include additional capacity provided along 16th Street by restriping 16th Street to provide for an additional westbound lane at both Rhode Island and Kansas Streets (the segment of 16th Street between Kansas and Vermont currently contains two westbound lanes) and signalization of 16th/Rhode Island. With these improvements, the intersection of 16th/Rhode Island would operate at LOS B, with 9.4 seconds of delay per vehicle, while the intersection of 16th/Kansas would operate at LOS D, with 38.7 seconds of delay per vehicle. No funding has

been identified yet for these potential future improvements, which would not be necessary for some time after implementation of the current proposed project. Also, these improvements, if implemented, may have secondary impacts which have not yet been analyzed.

Measures which could be implemented by the proposed project to reduce the projects (non-significant) contribution to areawide transportation problems include:

- Provision of a building shuttle service between the proposed project and regional and local transit providers and South of Market attractions. Shuttle service could be provided during peak commute periods, to connect the building with BART at 16th Street, Market Street and Caltrain, and could be provided jointly with nearby developments. Providing a shuttle service would not replace the need for expansion and improvements to MUNI service as proposed in the area, and may be discontinued when changes to MUNI service are implemented.

- Implementation of a Travel Demand Management (TDM) program at the proposed project would encourage transit use and reduce auto demand. The TDM program could include the following components:
  - Provision of an on-site transportation coordinator
  - Provision of information to tenants describing alternative work hours and telecommuting
  - Provision of transit information on MUNI, BART, Caltrain and any shuttle services
  - Provision of information to employees encouraging the use of bicycles and walking
  - Provision of preferential parking for carpools and pricing parking appropriately
  - Provision of information on ridesharing

The project site is well served by MUNI, with five MUNI bus lines passing by or near the site, with headways ranging from 8 to 30 minutes. The project would generate 64 new transit trips (or about 5 inbound and 59 outbound) during the weekday P.M. peak hour. There would be sufficient capacity on all transit lines to accommodate these additional project-generated transit trips. The additional vehicle trips to and from the proposed project garage would not substantially affect the operating conditions of the adjacent MUNI bus lines or the existing bus stops. Adequate passenger and freight loading/unloading facilities would be provided to preclude double parking, which could potentially affect transit service. The transit impacts generated by the project would therefore not be significant.

The proposed project would generate an additional 70 walking or "other" trips to and from the site. The additional 64 transit trips would also create associated pedestrian trips. These additional trips would not substantially affect the pedestrian operating conditions on the

sidewalks or crosswalks in the vicinity of the project, and operation of all crosswalks under weekday P.M. peak-hour conditions would remain at acceptable levels.

The *Planning Code* requires 540 self-parked spaces for the proposed project. The project would provide up to 491 self-park spaces or 594 tandem/valet parking spaces in an underground garage, with access from both Rhode Island and Kansas Streets. The project demand would be about 728 parking spaces during the weekday peak parking demand period which would leave a shortfall of 134 spaces if the project were operated on a tandem/valet parking basis. The 134 parking space shortfall would result in drivers parking elsewhere in the project area or switching to another transportation mode, such as public transit.

The *Planning Code* requires that a project of this size provide two off-street loading spaces. The project would provide two full-size spaces at a loading dock on Rhode Island Street. The proposed project loading facilities would meet the *Planning Code* requirements and would be sufficient to meet the project loading demand.

Construction activities associated with the project building are expected to occur over a 15-month period. During the construction period, there would be a flow of trucks in and out of the construction site. Traffic impacts would result from truck movements to and from the site during construction. Most staging of construction equipment and materials would primarily occur on the project site, though additional offsite staging areas may also be utilized. Periodic closures of the traffic lanes and sidewalks adjacent to the site may be required, which would be coordinated with the City in order to minimize the impacts on local traffic. Construction workers would create additional demand for parking in the vicinity of the project site during the construction period. The additional demand would be temporary and could be accommodated on the site and/or in available on- and off-street parking spaces in the area.

D. MITIGATION MEASURES

Primary measures that would mitigate potentially significant environmental effects to less-than-significant are presented below.

CULTURAL RESOURCES

- The project sponsor shall retain the services of an archaeologist. During removal of foundation materials following demolition of the existing buildings on the project site, the

archaeologist shall carry out a pre-excavation testing program to better determine the probability of finding archaeological remains on the site. The testing program shall consist of a series of mechanical, exploratory borings or trenches and/or other testing methods determined to be appropriate by the archaeologist.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist shall submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO, and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures shall be implemented by the project sponsor and might include a program of on-site monitoring of all pile driving and any site excavation that may be necessary, during which the archaeologist shall record observations in a permanent log. Whether or not there are archaeological finds of significance, the archaeologist shall prepare a written report on the monitoring program that shall be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor shall designate one individual on site as his/her representative. This representative shall have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of archaeological resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the ERO, and the project sponsor shall halt any activities which the archaeologist and the ERO jointly determine could damage such archaeological resources. Ground disturbing activities which might damage archaeological resources shall be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the archaeological finds and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program; additional on-site investigations by the archaeologist; and/or documentation, preservation, and recovery of archival material.

Finally, the archaeologist shall prepare a report documenting the archaeological resources that were discovered; an evaluation as to their significance; and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure shall be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report shall be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center. Three copies

of the final report shall be submitted to the ERO, accompanied by copies of transmittals documenting distribution of the final report to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center.

CONSTRUCTION AIR QUALITY

- The project sponsor shall require the construction contractor(s) to spray the project site with water during excavation, grading, and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.

- The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

TRANSPORTATION

- The project sponsor shall be required to signalize the intersection of 16th/Kansas Streets to accommodate the increase in vehicle trips to and from the proposed project during the weekday PM peak hour. With signalization, the operating conditions at this intersection would be LOS B.

HAZARDS

- For the excavation and removal of soils from the site, the project sponsor shall contract with a qualified consulting firm (with registered geotechnical engineers and hydrogeologists) to prepare and implement a Site Mitigation Plan (SMP) which would be reviewed by the San Francisco Department of Public Health. The SMP would detail the specific treatment of wastes, including sampling, monitoring, and other soil handling procedures to be performed by a licensed contractor in accordance with the State and federal regulations and the site-specific health and safety requirements. The project sponsor could dispose of all the contaminated material in a Class I landfill, or the material could be excavated and systematically resampled on site to separate out soils that are not hazardous for their disposal at Class II or Class III landfills. The SMP would also include implementation of a health and safety plan for workers on the site and a notification on the site for construction workers regarding location and type of contamination present. After the project site has been cleaned up or its contaminated

soil removed, the consultant who prepared the SMP would certify that the site is clean and usable for the proposed project.

E. ALTERNATIVES TO THE PROPOSED PROJECT

THE NO-PROJECT ALTERNATIVE

Under the No-Project Alternative, the existing vacant industrial warehouse building at 350 Rhode Island Street would remain in its current condition. None of the impacts associated with the proposed project would occur.

LIGHT INDUSTRIAL USE ALTERNATIVE

Under this alternative, a two-story building of approximately 150,000 square feet would be constructed at the 350 Rhode Island Street site to house light industrial uses. A one-level underground garage with 95 parking spaces would be provided.

The potential impacts of the Light Industrial Use Alternative would generally be less than those associated with the proposed project. The change in land use at the project site to a light industrial use would result in a lower population density than the proposed project, with about 265 employees versus the project's 1,080 employees. The two-story building would have reduced mass and fewer shadow effects than the project. There is a potential under this alternative for somewhat greater noise impacts than under the proposed project if manufacturing operations and/or a substantial amount of truck traffic are part of the alternative. However, noise levels would not exceed limits established in the City's Noise Ordinance.

The Light Industrial Use Alternative would generate substantially lower parking demand and fewer P.M. peak-hour vehicle trips and transit trips. It would generate approximately 74 vehicle-trips during the weekday P.M. peak hour, about 180 fewer vehicle trips than the proposed project. This reduction in vehicle-trips would result in lower vehicle delays as compared to the project. The alternative would generate 18 transit trips during the P.M. peak hour, compared to 64 transit trips for the proposed project, which would result in reduced impacts on public transit. This alternative would generate a demand for about 176 parking spaces, which is 552 fewer spaces than the project-generated demand for 728 spaces. Because only 95 parking spaces would be provided under the alternative, a shortfall of 81 spaces would result, with a resulting

impact on off-site parking facilities similar to the proposed project. Other effects, such as those related to air quality, geology, hydrology, public services, energy, and cultural resources would be less than those of the proposed project. The Light Industrial Use Alternative would have similar short-term, less-than-significant construction impacts to the proposed project, but they would be somewhat reduced in scope and duration due to the smaller building size.

F. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The proposed project would be constructed in a dense, urban area where many residents and area employees would be aware of the construction activities and the resulting new office building. As with other similar projects, there may be controversy associated with non-significant impacts such as construction-related noise and traffic, alteration of views from adjacent buildings, and the change of land use from industrial to office. No unresolved environmental issues have been identified.

The San Francisco Planning Commission (or the Board of Supervisors on appeal) will decide whether to approve or disapprove the proposed project after review and certification of the EIR. At the public hearing for project consideration, the Planning Commission will consider the areas of controversy and concerns of the adjacent community, including the design of the project.

II. PROJECT DESCRIPTION

A. PROJECT SPONSOR'S OBJECTIVES

SKS Rhode Island, LLC, the project sponsor, proposes to construct a four-story, approximately 303,000-square-foot office building at 350 Rhode Island Street. The project sponsor has the following objectives:

- Provide high quality, cost effective, and affordable office space in the Showplace Square Area specifically targeted to meet the needs of the multimedia industry, including the provision of a high tech facade design, large floor plates, tall floor-to-floor heights, extensive windows and natural lighting, and state-of-the-art internal technical capacities.
- Develop a project consistent with the existing urban design character of the area.
- Excavate, remove and dispose approximately 39,000 cubic yards of contaminated soil.
- Complete the project on schedule and within budget
- Develop a project with minimal environmental disruption.

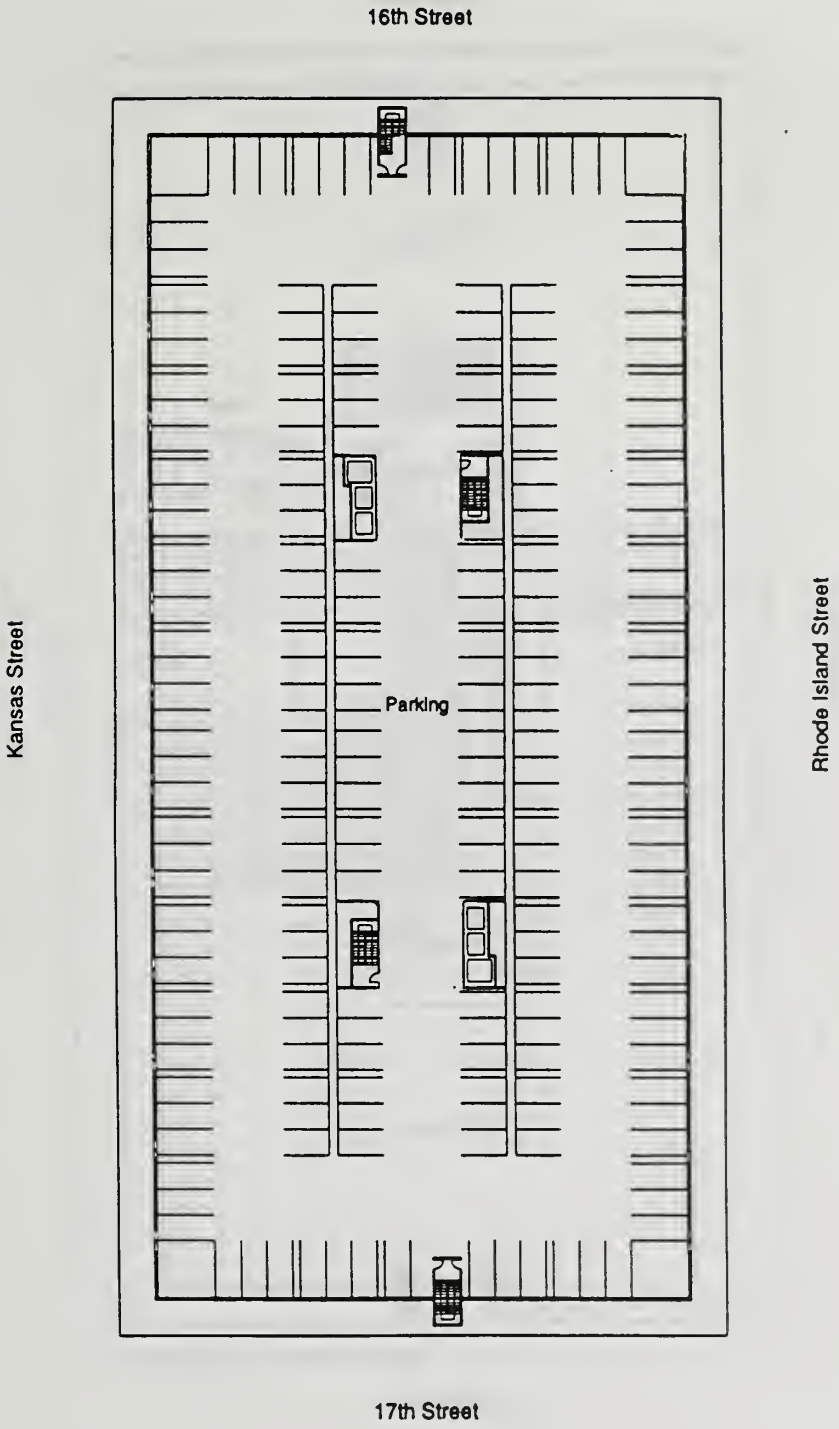
B. SITE LOCATION AND PROJECT CHARACTERISTICS

The project site is located at 350 Rhode Island Street, on the block bounded by Rhode Island, 17th, Kansas, and 16th Streets (Figure 1, page 12), Lot 1 in Assessor's Block 3957. The rectangular-shaped project site is 80,000 square feet in lot area. The entire site is currently occupied by a warehouse that formerly housed a solid waste recycling/transfer station and an associated office building, both vacated in September 1998. The Rhode Island Street frontage is about 400 feet wide and the depth of the lot is about 200 feet. The site slopes slightly downhill from 17th Street to 16th Street and is level along the 16th Street frontage.

The proposed 303,000-square-foot, pre-cast concrete and glass building would be about 50 feet high and would have four stories of offices with about 3,000 square feet of ground floor retail space fronting on 16th and Kansas Street (Figures 2, 3, 4, 5, 6 and 7, pages 13 to 18). The

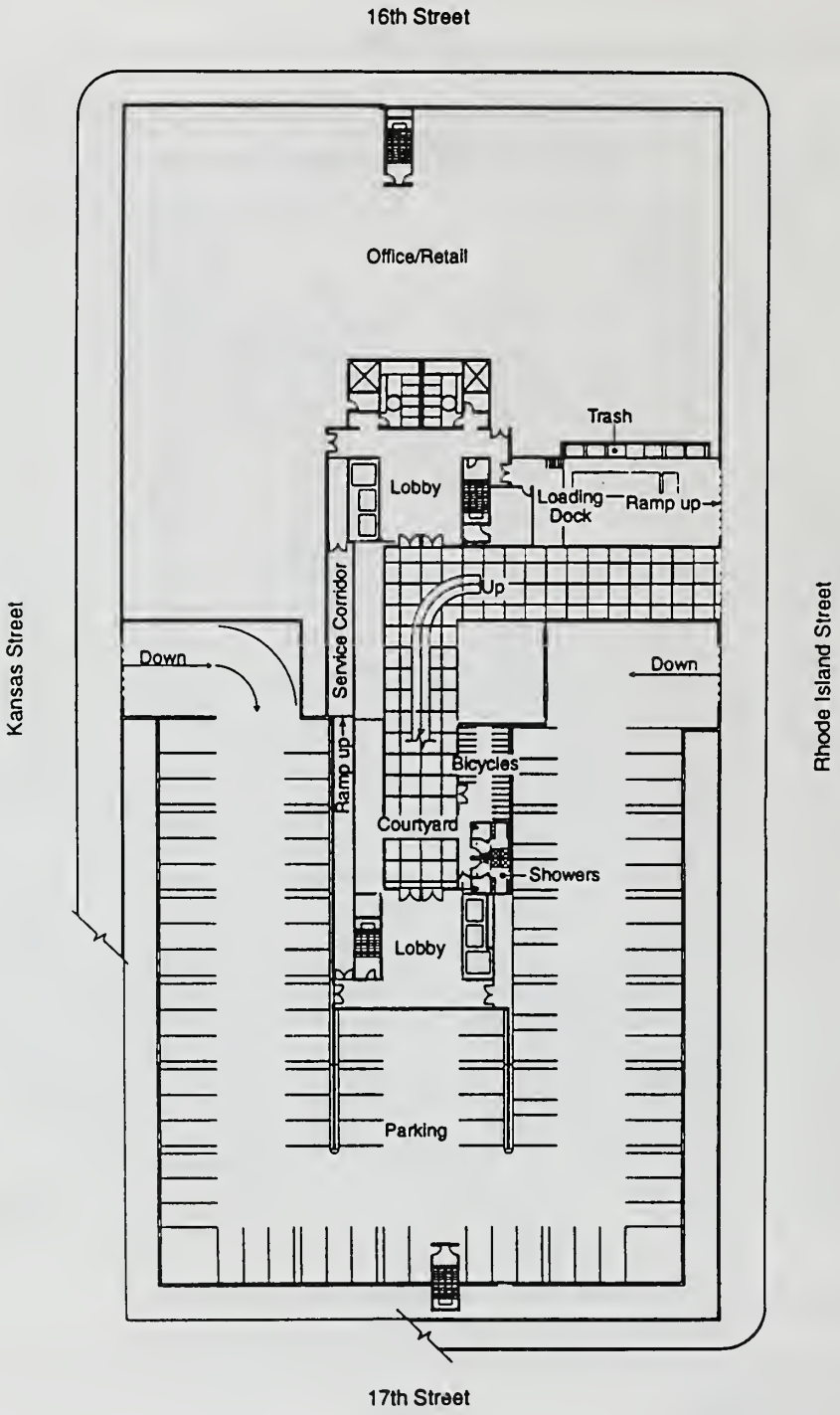
Source Dunng Associates

PROJECT LOCATION FIGURE 1



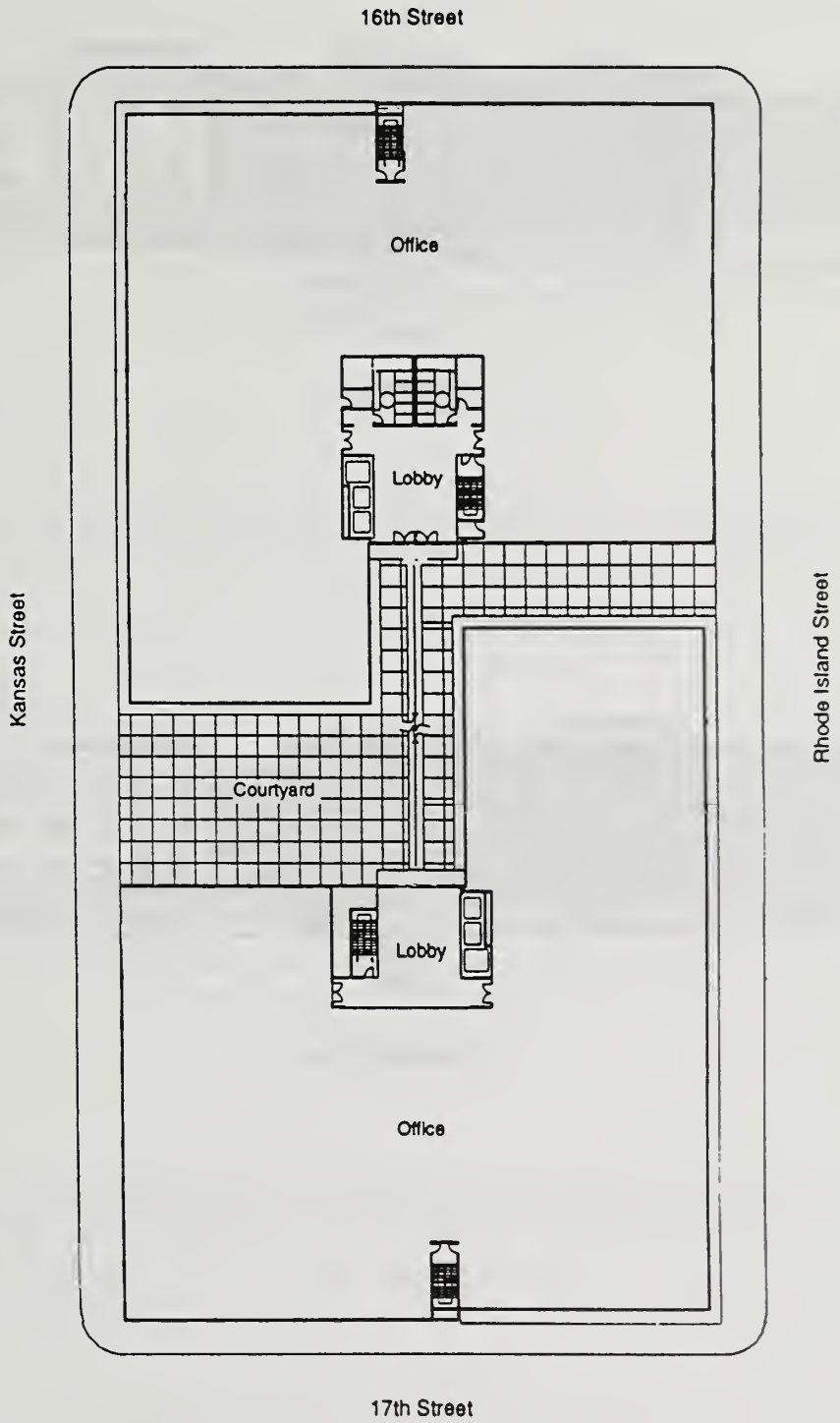
Source: Pfau Architecture

GARAGE FLOOR PLAN FIGURE 2



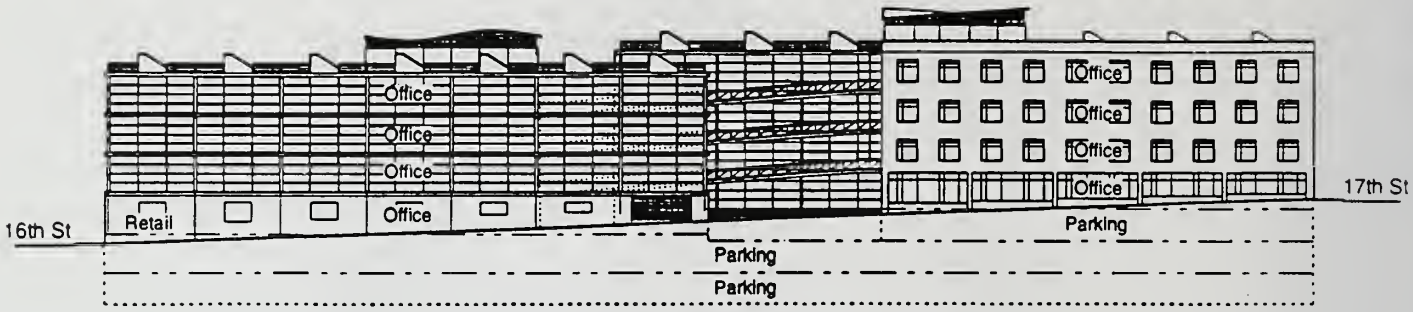
Source Pfau Architecture

GROUND FLOOR PLAN FIGURE 3



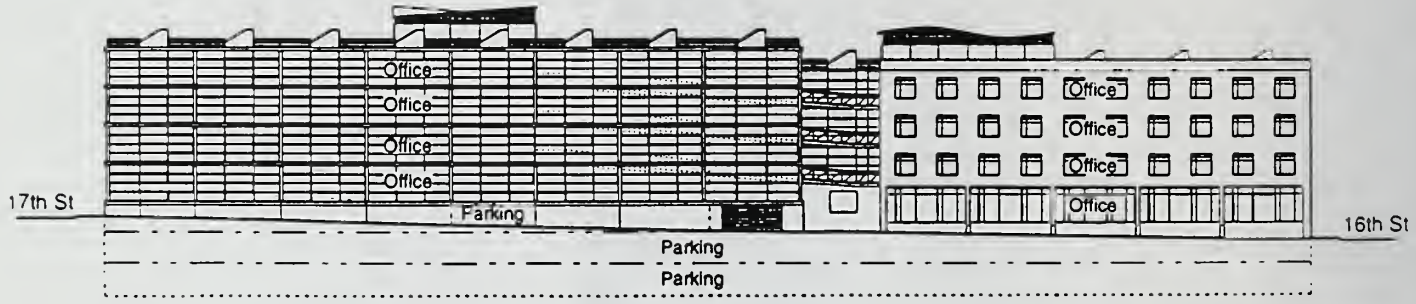
Source: Pfau Architecture

TYPICAL OFFICE FLOOR PLAN FIGURE 4



Kansas Street

West Elevation

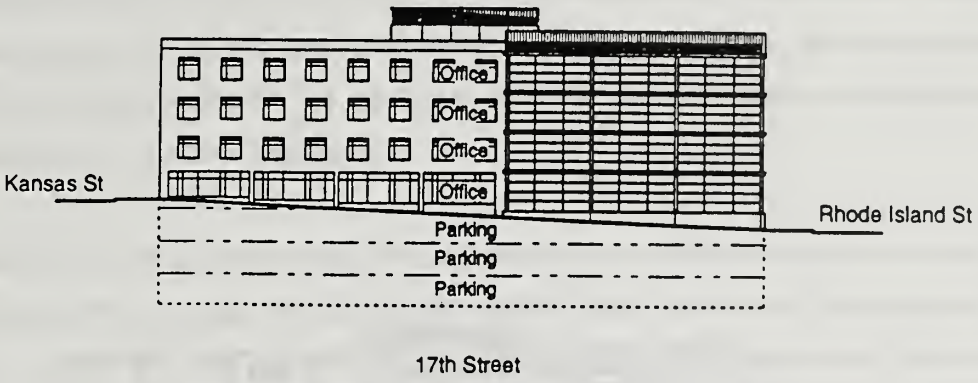


Rhode Island Street

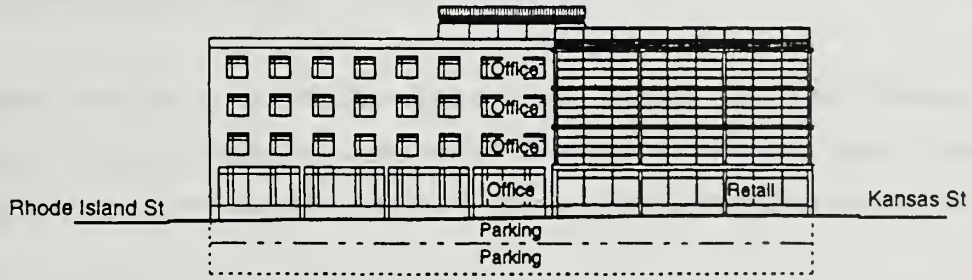
East Elevation

Source: Pfau Architecture

EAST AND WEST ELEVATIONS FIGURE 5



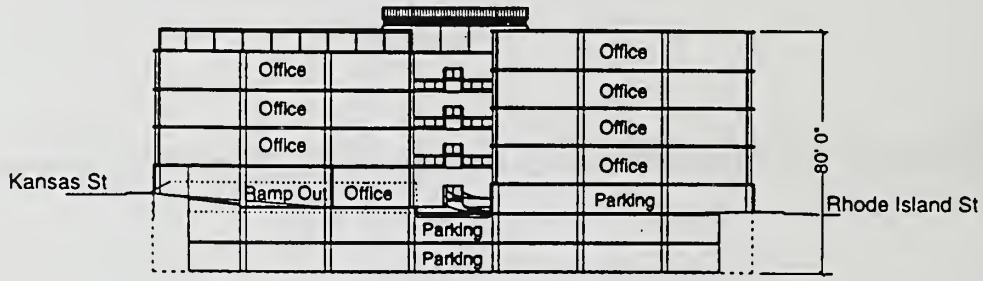
South Elevation



North Elevation

Source: Pfau Architecture

NORTH AND SOUTH ELEVATIONS FIGURE 6



Source Pfau Architecture

BUILDING SECTION FIGURE 7

building would be constructed in two sections separated by an 11,000-square-foot open courtyard and linked by bridge connections over the courtyard. The pedestrian entrance to the project would be from the courtyard with access via both Kansas and Rhode Island Streets. The north and south segments of the project building would each have a lobby containing two passenger and one freight elevator. The publicly accessible courtyard would be landscaped with trees and arranged with outdoor seating.

The project would contain approximately 300,000 square feet of office space and a two and a half below-grade parking garage with about 594 tandem/valet or 491 self-park spaces (about 150,000 sq.ft.). Access into and out of the garage would be provided via two-way driveways on Kansas and Rhode Island Streets. In accordance with *Planning Code* Sec. 155(i) and 155(j), the project would include 25 bicycle parking spaces and 20 disabled-accessible parking spaces. These spaces would be provided in the basement parking garage (see Figure 3, page 15). The project would also comply with the requirements of *Planning Code* Section 155.3 to provide showers and lockers. An off-street loading area, providing two loading spaces would be accessed on Rhode Island Street.

The sidewalks and curbs on Rhode Island, 16th, Kansas and 17th Streets would be reconstructed. About 14 on-street spaces would be added to the Rhode Island Street frontage, where parking is currently restricted, and seven spaces would be added along 16th Street.

Excavation would be required for construction of the parking garage and building foundation system, which would remove up to approximately 39,000 cubic yards of soil. No pile driving would be required.

Project construction would take approximately 15 months, including demolition of the existing structures and excavation. The project construction cost is estimated at $30 million. The project architect is Pfau Architects.

C. PROJECT APPROVAL REQUIREMENTS

This EIR will undergo a public comment period as noted on the cover, including a public hearing before the Planning Commission on the Draft EIR. Following the public comment period, responses to written and oral comments will be prepared and published in a Draft Summary of

Comments and Responses document. The EIR will be revised as appropriate and presented to the Planning Commission for certification as to its accuracy, objectivity, and completeness. Certification of the EIR may be appealed to the Board of Supervisors. No permits may be issued or approvals granted before the Final EIR is certified.

Environmental plans and policies, like the *'97 Clean Air Plan*, directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

The project site is located in an M-2 (Heavy Industrial) Zoning District. On August 5, 1999, the Planning Commission adopted interim zoning controls to protect and promote industrial land uses in some areas of the City. The general intent of the Interim Controls was to create two separate areas within currently zoned, industrial lands. One area is designated as an Industrial Protection Zone (IPZ) where new residential uses are not permitted. The remaining area allows mixed uses, including housing. There are special controls for properties on the margins around the proposed IPZ. The proposed project is within the IPZ. The interim controls call for a hearing before the Planning Commission when projects in the IPZ include demolition of industrial structures.

The *Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Code*, or an exception is granted pursuant to provisions of the *Code*. As an office project, the project would be subject to various applicable sections of the *Planning Code*, including the Office Affordable Housing Production Program (Sec.313ff; applicable to office projects of more than 25,000 square feet of new office space), and provision of child care facilities (Sec. 314f; applicable to office projects of more than 50,000 sq.ft. of new office space). In addition the project would be subject to the regulations concerning the annual limit on office construction (Secs. 321 and 322).

The project is being proposed as a Planned Unit Development (PUD) under section 304(a) of the *Planning Code*. Consideration of a project as a PUD is permitted for sites greater than one-half acre. According to Section 304(a):

> *The procedures for Planned Unit Developments are intended for projects on sites of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood, and the City as a whole. In cases of outstanding overall design, complementary to the design and values of the surrounding area, such a project may merit a well reasoned modification of certain of the provisions contained elsewhere in this Code.*"

Under Section 304, as part of the PUD, the project sponsor will request Planning Commission approval for modification of the parking requirement to allow for tandem/valet parking. PUD's require conditional use authorization for the Planning Commission. The Planning Commission would hold a public hearing to consider the project's application for Conditional Use Authorization in accordance with Sections 303 (Conditional Uses), and 304 (Planned Unit Development) of the *Planning Code* and would adopt a motion approving, approving with conditions, or disapproving the project. If the project were to be approved by the Planning Commission, the project sponsor must obtain building and related permits from the Department of Building Inspection. No building permit applications have been filed to date.

On November 4, 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* and established eight Priority Policies. These policies are: preservation and enhancement of neighborhood serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development; enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under the *California Environmental Quality Act* (CEQA) or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The motion for the Planning Commission under *Planning Code* Section 321 will contain the analysis determining whether the project is in conformance with the Priority Policies.

GENERAL PLAN POLICIES

The project would be reviewed by the Planning Department and Planning Commission in the context of applicable objectives and policies of the *San Francisco General Plan*, which guide land use decisions and contains some policies that relate to physical environmental issues. The proposed project is within that part of San Francisco covered by the Central Waterfront Area Plan, North Potrero Subarea. No obvious or substantial conflicts with the General Plan have been identified. In general, potential conflicts with the *General Plan* are considered by the decision-makers (normally the Planning Commission) independently of the environmental review process, as part of the decision to approve, modify or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project. Some key objectives and policies are noted below.

Urban Design Element

- Objective 1, Policy 3, to "Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts."
- Objective 3, Policy 1, to "promote harmony in the visual relationships and transitions between new and older buildings."
- Objective 3, Policy 2, to "avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance."
- Objective 3, Policy 5, to "relate the height of buildings to important attributes of the city pattern and to the height and character of existing development."
- Objective 3, Policy 6, to "relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction."

Commerce and Industry Element

- Objective 1, Policy 1, to "encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated."
- Objective 2, to "maintain and enhance a sound and diverse economic base and a fiscal structure for the city."
- Objective 3, Policy 1, to "seek to retain existing commercial and industrial activity and to attract such activity to the city."
- Objective 3, Policy 4, to "Assist newly emerging economic activities."

Central Waterfront Plan

- Overall Goal 2, to "Enhance the working environment to stimulate business growth."
- Overall Goal 3, to "Improve the area's appearance and attractiveness."
- Objective 1, to "Strengthen and expand land uses essential to realizing the economic potential of the subareas."
- Objective 1, Policy 2, to "Preserve and protect the subareas as a land base for San Francisco industry. Prevent the conversion of land needed for industrial or maritime activity to non-industrial use."
- Objective 1, Policy 3, to "Promote new development which has minimal adverse environmental consequences. Assure that the adverse environmental impacts of new development are fully mitigated."
- Objective 3, to "Retain, expand and protect industrial activity."
- Objective 3, Policy 1, to "Promote industrial expansion through maximizing and intensifying the use of existing facilities and properties, rehabilitating older industrial structures and developing vacant land with industrial uses."
- Objective 3, Policy 11, to "Attract new industries that create employment opportunities for City residents, add tax revenues in excess of public service costs and strengthen and diversify San Francisco's economic base."
- Objective 5, Policy 3, to "Prevent office development, except that which serves a principal industrial or maritime use."
- Objective 8, Policy 1, to "Improve internal vehicular circulation through the construction, repair and maintenance of public streets, and the provision of appropriate signing and lighting."
- Objective 8, Policy 2, to "Maintain and construct sidewalks on streets with pedestrian traffic."
- Objective 8, Policy 3, "Encourage the use of public transit, carpooling/van-pooling, and jitney service to minimize the consumption of scarce industrial land for commuter parking lots. Where demand for parking can be clearly established, give preference to parking structures as opposed to open lot parking."
- Objective 8, Police 5, to "Require off-street parking facilities for freight loading and service vehicles in all major new developments and incorporate these in older buildings where feasible. Provide short-term loading spaces on the street for routine deliveries and essential services, with strict enforcement of time limits."
- Objective 8, Policy 6, to "Encourage new developments to provide pedestrian amenities and transit access improvements such as pedestrian resting areas, bus stop shelters and transit information displays."
- Objective 10, to "Achieve an aesthetic urban form consistent with the economic development of the subareas."
- Objective 10, Policy 4, to "Encourage the inclusion of recreational facilities, outdoor leisure areas, and public open spaces in new private developments."

- Objective 12, to "Develop transportation improvements to enhance pedestrian circulation and facilitate travel and goods movement to and within the Showplace Square Subarea."
- Objective 12, Policy 3, to "Construct and maintain sidewalks throughout the Showplace Square Subarea and provide street beautification improvements for pedestrian enjoyment."
- Objective 12, Policy 4, to "Develop parking control measures establishing areas for short and long term automobile parking and truck loading. Use appropriate on-street parking controls, such as signing and metering, to indicate areas for short term automobile parking and truck loading."
- Objective 13, Policy 2, to "Encourage the design of new construction to be consistent with the existing architectural character of the subarea."
- Objective 14, Policy 1, to "Promote the rehabilitation of industrial buildings and encourage more intensive use of existing facilities."
- Objective 14, Policy 2, to "Market vacant land and buildings for light industrial uses."

Community Safety Element

- Objective 1, to "Reduce hazards to life safety, minimize property damage and economic dislocations resulting from future earthquakes."
- Objective 2, to "preserve, consistent with life safety considerations, the architectural character of buildings and structures important to the unique visual image of San Francisco."

Environmental Protection Element

- Objective 1, Policy 4, to "assure that all new development meets strict environmental quality standards and recognizes human needs."
- Objective 14, to "promote effective energy management practices to maintain the economic vitality of commerce and industry."

Transportation Element

- Objective 1, Policy 2, "give priority to public transit as a means of meeting San Francisco's transportation needs, particularly those of commuters."
- Objective 2, to "use the transportation system as a means for guiding development and improving the environment."
- Objective 2, Policy 6, to "provide incentives for the use of transit, carpools and vanpools and reduce the need for new or expanded automobile parking facilities."
- Objective 10, to "ensure that the provision of new and enlarged parking facilities does not adversely affect the livability and desirability of the city and its various neighborhoods."

- Objective 10, Policy 1, to "assure that the provision of new or enlarged parking meet the need, locational and design criteria."
- Objective 16, to "Develop and implement programs that will efficiently manage the supply of parking at employment centers throughout the city so as to discourage single-occupancy ridership and encourage ridesharing, transit and other alternatives to the single-occupant automobile."
    - Policy 16.3, to "Reduce parking demand through the provision of incentives for the use of carpools and vanpools at new and existing parking facilities throughout the City."
    - Policy 16.4, to "Manage parking demand through appropriate pricing policies including the use of premium rates near employment centers well-served by transit, walking and bicycling, and progressive rate structures to encourage turnover and the efficient use of parking."
- Objective 30, to "Ensure that the provision of new or enlarged parking facilities does not adversely affect the livability and desirability of the City and its various neighborhoods."
    - Policy 30.1, to "Assure that new or enlarged parking facilities meet need, locational and design criteria."
    - Policy 30.5, "In any large development, allocate a portion of the provided off-street parking spaces for compact automobiles, vanpools, bicycles and motorcycles commensurate with standards that are, at a minimum, representative of their proportion of the city's vehicle population."
    - Policy 30.6, to "Make existing and new accessory parking available to nearby residents and the general public for use as short-term or evening parking when not being utilized by the business or institution to which it is accessory."

General Plan issues will be considered further during consideration of the project sponsor's applications for *Planning Code* Sections 321 and 304 approval. At that time, further details regarding the project design will be available for the public, Planning Commission and staff.

III. ENVIRONMENTAL SETTING

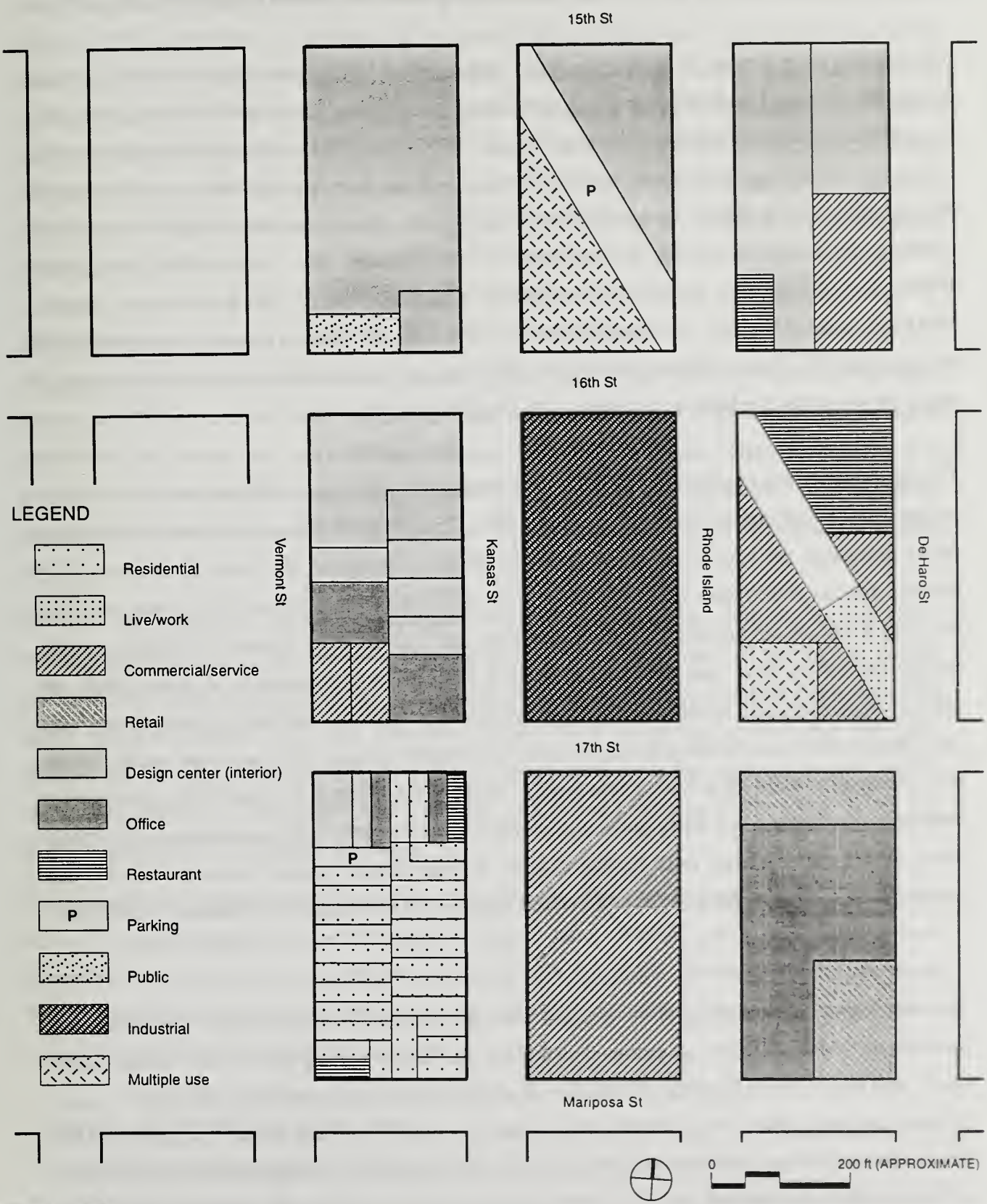
A. LAND USE AND ZONING

The Initial Study concluded that the project would not have significant adverse land use or zoning impacts. The proposed project would conform with the M-2 (Heavy Industrial) District uses, and therefore, no zoning reclassification would be required. General land use and zoning information is presented here for the reader's information.

LAND USE

The approximately 80,000-square-foot project site occupies the block bounded by Rhode Island, 17th, Kansas, and 16th Streets in San Francisco's Potrero Hill neighborhood. It is about eight blocks east of the Mission District and two blocks west of Jackson Playground. The site is currently occupied by a large solid waste transfer/recycling station and a office building which were both vacated in September 1998.

The project site is on the south edge of an industrial neighborhood dominated by home furnishings and interiors businesses and interspersed with various industrial uses (Figure 8, page 27). While a majority of buildings in the area are two stories in height, buildings of three to six stories are located throughout the area. The area to the north of the project site is generally known as Showplace Square, and generally consists of showrooms for furniture, fabrics, rugs, lighting, accessories, and a variety of other home furnishings and design materials. The block immediately north of the project site is divided diagonally and occupied by two buildings, with public and private surface parking located in lots separating the buildings. The southwest portion of the block is occupied by Showplace Square South, two brick buildings of two and three stories, respectively, housing approximately 20 retail, design, and service company tenants. The opposite (northeast) corner of the block has a five-story brick building housing showrooms



Source: During Associates

EXISTING LAND USES FIGURE 8

for an antiques and home accessories dealer, and a two-story cement building housing offices.

The neighboring blocks to the north, east, and west of Showplace Square South are also occupied by large buildings or building complexes housing multiple home furnishings tenants, as well as multi-media/business services space. The Design Pavilion, Beacon Hill Showrooms, Vermont Center, San Francisco Design Center, and Showplace Square East are all located in these blocks. In addition, a juice bar and a gymnasium are ground-floor tenants in the large building located on the block to the northeast of the project site. San Francisco Fire Department Station No. 29, currently undergoing renovation, is at the corner of 16th and Vermont Streets, one block west of the site. An elevated section of the U.S. 101 freeway passes immediately west of and parallel to Vermont Street. A UPS truck storage yard and construction equipment storage are located under the freeway between 16th and Alameda Streets.

The land uses in the blocks immediately to the east, south, and west of the project site are more mixed than in the blocks to the north of the site. The block to the east contains a plumbing repair company, an auto repair shop, and a three-story cement block building with nine office tenants and a ground-floor furniture store. Next to this building is a one-story stucco building housing a dance school studio. The block also has a three-story live-work building, a large vacant lot, and a long one-story metal building housing two restaurants, a bakery/cafe, art gallery, night club, and an office. The block to the south of the project site is entirely taken up by a large warehouse building occupied by an automobile dealership and repair facility, which is currently proposed for a multimedia facility. Most of the block to the east of the automobile dealership contains a two-story glass and cement office building, with approximately 25 mixed office tenants and a large retail furniture store. A large fenced garden is located behind the building. A teddy bear factory housed in a two-story wood building is also located in this block.

The block immediately west of the project site has one- and two-story buildings containing furniture and home furnishings stores. In addition, studios for a design company, an auto body shop, and the J. David Gladstone Institutes (disease research) are located in this block. South of this block are a few furniture stores, two restaurants, the Middendorf Breath Institute, and the Breath Center of San Francisco. Approximately eight single-family residences line the east side of this block, along Kansas Street, and a mixture of a dozen single-family homes and duplexes

line most of the west side of the block, along Vermont Street. Four single-family residences are located on the west side of this stretch of Vermont Street, beyond which U.S. 101 curves to the southwest. A State Department of Transportation materials lab is located under the freeway north of 17th Street. The blocks south of Mariposa Street are primarily residential, with two- and three-story single-family homes. A rental hall is situated on the southwest corner of Vermont and Mariposa Streets. An Episcopal church is located on the southwest corner of De Haro and Mariposa Streets, and the southeast corner of this intersection is occupied by the Anchor Brewing Company.

ZONING

The project site is within the M-2 (Heavy Industrial) District. The M-2 District is the least restricted zoning district as to use. M-2 districts are located at the eastern edge of the City and are separated from residential and commercial areas. Professional offices, retail businesses, and personal service establishments are among the uses permitted in the M-2 district. The proposed project would comply with the zoning regulations for the site and would not require a zoning change.

On May 13, 1999, the Planning Commission initiated interim zoning controls for the City's industrially zoned land, including the M-2 Districts. The general intent of the interim zoning controls is to create an Industrial Protection Zone (IPZ) and Mixed Use Housing Zone within the City's industrially zoned land. The proposed project site is located on a block that has been designated as being within the IPZ. The interim controls call for a discretionary review hearing before the Planning Commission when projects (submitted before April 22, 1999) in the IPZ include demolition of industrial structures.

The project site is within a 50 X Height and Bulk District. The project building would be 50 feet tall and approximately 200 feet wide and 395 feet long. Within the X Bulk District, bulk restrictions only apply to sites with slopes greater than 5 percent. Because the slopes along Rhode Island, Kansas, and 16th Streets are all less than 5 percent, there are no restrictions on the width of the proposed project building.

CENTRAL WATERFRONT AREA PLAN

The project site is located within the Central Waterfront Planning Area, which was defined by the San Francisco Planning Department in 1980 and amended in 1990 to facilitate planning for an

area once characterized by a robust industrial sector that has since declined and given way to expanding office and commercial sectors. The Central Waterfront Area Plan was adopted as part of the process of revising and updating the City's *General Plan*. The purpose of the Central Waterfront Area Plan is to guide the future development of the Central Waterfront Planning Area, which is generally defined on the south by Islais Creek, on the west by I-280 south of 17th Street and by U.S. 101 north of 17th Street, on the north by Townsend Street, and on the east by San Francisco Bay. The planning area is subdivided into six subareas, each with its own unique characteristics warranting a tailored planning approach. The project site is located in the North Potrero Subarea, and is immediately adjacent to the Showplace Square Subarea. The Central Waterfront Plan establishes goals, objectives, and policies providing direction for private and public investments in the area, with additional policies specific to the subareas. Chapter 2, Project Description, identifies the policies contained in the plan that are relevant to the proposed project.

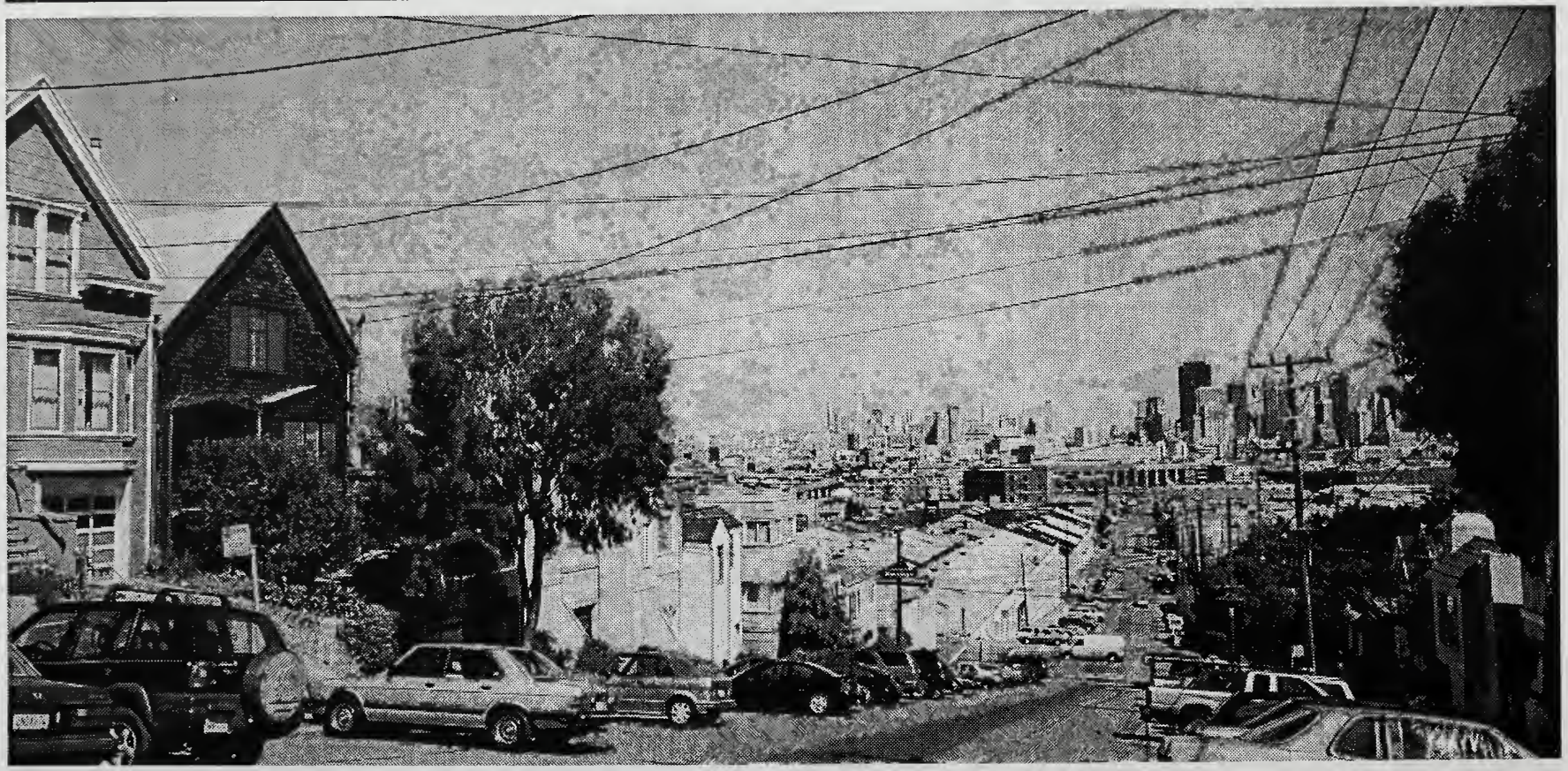
B. URBAN DESIGN

The project site, encompassing an entire block, is currently occupied by a large warehouse building and an integrated two-story office building. The project vicinity is primarily occupied by two-story buildings, though numerous buildings ranging from three to six stories tall are interspersed throughout the area. Many of the buildings in the area are of large bulk, covering large sites, and tend to be taller than average for two-story buildings. Figures 9, 10, 11, and 12, pages 31 to 34 show the existing project site in the context of its surroundings. Numerous one-story buildings are immediately east and west of the project site. The automobile service center that occupies the entire block to the south of the project is also a large one-story warehouse-style building. Though the automobile service center, the plumbing and auto repair companies east of the project site, and the existing building on the project site all reflect the industrial history of the neighborhood, many of the newer buildings in the area are representative of an increasingly retail- and pedestrian-oriented environment. The area has steadily been changing from a utilitarian and industrial look to a more modern commercial, retail and office appearance.

The mixed-use context of the project vicinity is reflected in the varying architectural styles found throughout the area. There are modern medium-rise office buildings, such as the glass and concrete structure immediately southeast of the project site, modern stucco buildings with simple

Source: Square One Productions

PROJECT SITE LOOKING NORTH ON RHODE ISLAND FIGURE 9



Source: Square One Productions

PROJECT SITE LOOKING NORTH ON KANSAS FIGURE 10

Source: Square One Productions

PROJECT SITE LOOKING WEST ON 16TH FIGURE 11

Source: Square One Productions

PROJECT SITE LOOKING EAST ON 16TH FIGURE 12

lines and pastel colors, bulky concrete bunker-style buildings, such as the Vermont Street and 15th Street facades of the Design Pavilion, corrugated metal sheds, two- and three-story wooden Victorian houses converted to commercial use, historic brick warehouses, and the deep red brick buildings of Showplace Square South. There is no cohesive character or architectural style to the area, though most commercial buildings in the project area are built to lot lines.

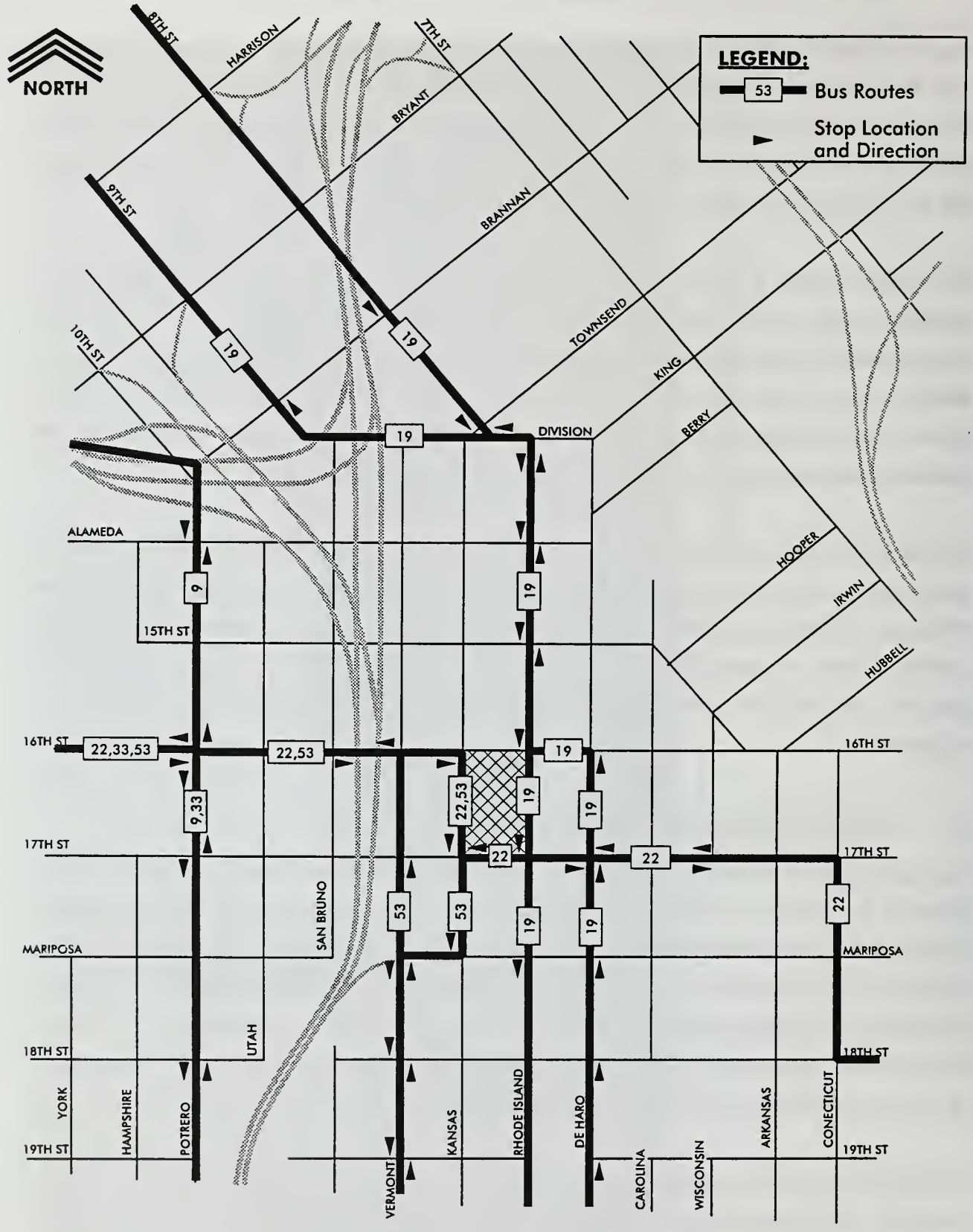
The project vicinity is at the south edge of an industrial district that becomes more heavily industrial further north. There are warehouses, storage yards, wholesalers, gravel companies, a maintenance and storage facility for garbage collection trucks, trucking facilities, manufacturing facilities, and a variety of maritime uses. To the west is the Mission District, which is dominated by two- and three-story development, with retail uses focused along the major thoroughfares and residential development concentrated on the adjoining local streets.

Scenic views currently available to the public in the vicinity of the project site are from the public-rights-of-way at the higher elevations found south of the site, such as at the intersection of Kansas and Mariposa Streets. From this point, pedestrians can enjoy views of the downtown skyline, portions of central San Francisco Bay, the west span of the Bay Bridge, Yerba Buena, and the East Bay hills. The heights of surrounding buildings limit views outside of these rights-of-way.

C. TRANSPORTATION/CIRCULATION[1]

The project site is located on the block bounded by Rhode Island Street to the east, Kansas Street to the west, 16th Street to the north, and 17th Street to the south (Figure 13, page 36). These streets provide local access to and from the site. The project site is located in one of four Superdistricts composed of traffic analysis zones in the City and County of San Francisco established by the Metropolitan Transportation Commission (MTC); Superdistrict 3, in which the site is located, is bounded by Townsend Street, 7th Avenue/Laguna Honda, San Francisco Bay, and the San Francisco/San Mateo County Line.

Regional access to the project area is provided by the Interstate 80 (I-80), U.S. 101, and I-280 freeways. Interstate 80 is located between Harrison and Bryant Streets. Between the East Bay and the proposed project site, access to the site is via the I-80 (Bay Bridge) westbound off-ramp at the intersection of Eighth and Harrison Streets. Access to I-80 eastbound is via the on-ramp



Source: Wilbur Smith Associates

EXISTING TRANSIT SERVICE AND STOP LOCATIONS FIGURE 13

at the intersection of Eighth and Bryant Streets. U.S. 101 provides access to and from the South Bay, with the closest northbound off-ramp at Mariposa Street, and with on- and off-ramps located at 10th and 11th Streets and Cesar Chavez Street. I-280 also provides regional access to the proposed project site from western San Francisco and the South Bay/ Peninsula. I-280 and U.S. 101 intersect south of downtown San Francisco. The I-280 freeway splits and terminates at two locations: Sixth Street/ Brannan Street and Fourth and Fifth Streets/ King Streets. The closest access point to the project site is via the on- and off-ramps at Mariposa Street

16th Street. Sixteenth Street is an east-west arterial extending between Illinois Street and west of Flint Street. In the vicinity of the project site, 16th Street is 60 feet wide with one 15-foot wide travel lane in each direction, 6-foot bicycle lanes in each direction, and a 9-foot parking lane on both sides of the street. Sidewalks on both sides of the street vary between 10 and 15 feet, depending on location. The *San Francisco General Plan* identifies 16th Street as a secondary arterial between Third and Market streets and as a Transit-Oriented Street between Church and De Haro streets. Between Church and Harrison streets it is designated a Neighborhood Commercial Street. Between Third and Kansas streets it is identified as a Citywide Bicycle Route (Class II, Route #40).

17th Street. Seventeenth Street runs in the east-west direction between Michigan and Stanyan Streets, with one travel lane in each direction. Within the vicinity of the project, 17th Street has sidewalk widths that vary between 10 and 12 feet, and has on-street parking on both side of the street. The *San Francisco General Plan* identifies 17th Street as a Citywide Bicycle Route between Kansas Street and Corbett Avenue (Class III, Route #40).

Mariposa Street. Mariposa Street runs in the east-west direction between Illinois and Harrison Streets. It is a two-way local street with one travel lane in each direction. The *San Francisco General Plan* identifies Mariposa as a Citywide Bicycle Route between Third and Pennsylvania Streets (Class III, Route #23), and restricts trucks weighing more than 6,000 pounds east of U.S. 101. An off-ramp for U.S. 101 is located at the intersection of Vermont and Mariposa Streets.

Vermont Street. Vermont Street is a two-lane north-south roadway that extends between Division and 26th Streets. North of Mariposa Street, Vermont Street is one-way northbound, while to the south it is a two-way roadway. It has on-street parking on both sides of the street.

Kansas Street. Kansas Street runs in the north-south direction between Division and 26th Streets, with a single travel lane in each direction. Within the vicinity of the proposed project, Kansas Street has sidewalk widths that vary from 10 feet to 15 feet, and has on-street parking on both sides of the street. The *San Francisco General Plan* identifies Kansas Street as a Citywide Bicycle Route (Class III, Route #23) from 17th to Division Streets.

Rhode Island Street. Rhode Island Street is a two-lane, two-way roadway extending between Division and 26th Streets. Rhode Island Street provides north-south travel, with one travel lane in each direction. Within the vicinity of the project, it has sidewalk widths that vary from 9 to 15 feet, and has on-street parking on both sides of the street.

Potrero Avenue. Potrero Avenue is a two-way arterial that runs between Brannan and Cesar Chavez Streets in the north-south direction. It has three travel lanes in each direction and provides direct access to U.S. 101 at the Cesar Chavez freeway ramps. *The San Francisco General Plan* identifies Potrero Avenue as a Major Arterial, a Secondary Transit Street, and a Citywide Bicycle Route (Class III, Route #25).

TRANSIT NETWORK

San Francisco Municipal Railway (MUNI). The project site is well served by MUNI, with five MUNI bus lines passing by or near the site, with headways ranging from 8 to 30 minutes.

The San Francisco Transportation Authority and MUNI have recently identified a need for improved transit service in the Multimedia Gulch/South of Market Area. The Transportation Authority prepared a Strategic Analysis Report (SAR) on the Multimedia Gulch (the gulch includes the areas generally bounded by Folsom Street to the north and west, 22nd Street to the South and San Francisco Bay to the east). This SAR was adopted by the Authority Board on March 8, 1999. The SAR evaluated current conditions in the Gulch, assessed the need for transportation improvements, and made recommendations as to the next steps.

Three transportation initiatives developed by the Transit Working Group were evaluated: the South of Market transit loop, the blue diamond lane proposal and satellite parking. The SAR recommended that the Transportation Authority work with MUNI and other departments to outline

the next steps for any needed improvements in transit service, including determining whether the proposed South of Market bus loop or other improvements should be implemented.

MUNI will develop a plan to improve bus service in the South of Market area within 60 days of July 27, 1999. The improved service could include a new route (the South of Market or Multimedia Gulch loop) or rerouting existing lines. Initial concepts include linking activity generators such as the new Sony Metreon, South Park, Pacific Bell Park, the Caltrain terminal, Sega's new headquarters at 7th/Townsend, the Northern Potrero Hill area (which includes the Proposed Project site), and the area around KQED's studios at Mariposa and Bryant Streets.

Bay Area Rapid Transit District (BART). BART operates regional rail transit service between the East Bay and San Francisco and between northern San Mateo County and San Francisco. Within San Francisco, BART operates underground below Market and Mission Streets. During the PM peak period, headways are generally 5 to 15 minutes for each line. The nearest BART station to the proposed project is at 16th Street and Mission Street, about a mile west of the site.

Caltrain. Caltrain provides rail passenger service on the Peninsula between Gilroy and San Francisco. The closet terminal to the proposed project is the 22nd Street Station, located on Third Street between 22nd and 23rd Streets, in the Potrero Hill area. Caltrain currently operates 66 trains each weekday (33 in each direction), with a combination of express and local service. Headways during the PM peak period are approximately 5 to 30 minutes, although only two southbound trains stop at the 22nd Street station.

San Mateo County Transit District (SamTrans). SamTrans serves San Francisco with nine bus routes, providing bus transportation throughout San Mateo County, with connections to the Colma, Daly City, and Hayward BART stations, San Francisco International Airport (SFIA), and downtown San Francisco. SamTrans does not serve passengers locally in the study area, but boards/disembarks passengers in San Francisco with destinations/origins in San Mateo County.

Alameda-Contra Costa Transit District (AC Transit). AC Transit provides service in western Alameda and Contra Costa Counties, with 130 routes providing local, express, and commuter service within its East Bay service area and to the Transbay Terminal in downtown San Francisco.

OFF-STREET PARKING

A survey of the off-street parking supply in the project vicinity was conducted on Tuesday, October 6, 1998. The parking study area extended from one to three blocks from the project site. The study area was bounded by Division Street to the north, Carolina Street to the east, U.S. 101 to the west, and 18th Street to the south. The survey collected occupancy data for the peak midday period (1:00 to 3:00 PM). Within the survey area, a total of 203 parking spaces in two public parking facilities were tallied. The total average occupancy rate was approximately 74 percent during the weekday midday peak period.

ON-STREET PARKING

A survey of the on-street parking supply in the project vicinity was conducted on Tuesday, October 6, 1998, including collection of occupancy data for the midday peak period. On-street parking in the project vicinity is mostly comprised of unrestricted spaces, except for 2-hour parking on both sides of 17th Street between Rhode Island and De Haro Streets and on the east side of Kansas Street between Division and Alameda Streets. Along portions of 16th, 18th, Vermont, Kansas, Rhode Island, De Haro, and Carolina Streets, some of the on-street spaces are 90-degree parking. A total of 1,647 on-street spaces were counted in the parking study area. Occupancy during the midday peak period varied somewhat from block to block, but was generally over 85 percent and averaged 91 percent for the entire area.

PEDESTRIAN AND BICYCLE CONDITIONS

Although pedestrian counts were not conducted for this project, a qualitative evaluation of existing conditions was conducted during field visits to the site during the midday peak period. Sidewalk widths in the vicinity of the project site are generally 10 to 15 feet in width, including 10-foot sidewalks on 16th and 17th Streets and 15-foot sidewalks on Rhode Island and Kansas Streets. The pedestrian flows in the vicinity of the project site are generally low (less than 100 pedestrians per hour), allowing pedestrians to move at normal walking speeds and with freedom to pass other pedestrians.

The *San Francisco General Plan* assigns Citywide Bicycle Route designations on 16th, 17th, Kansas, and Mariposa Streets within the traffic study area. The two bicycle routes designated on these streets, Route #23 and Route #40, are Class II and Class III facilities, respectively.

Class II routes are separate designated bicycle lanes adjacent to the curb lane, while Class III bicycle facilities are signed routes only, where bicyclists share travel lanes with vehicles.

NOTES - Transportation/Circulation

[1] Information on transportation was based on the *16th/Rhode Island Transportation Study* by Wilbur Smith Associates, August 10, 1999. This report is on file and available for public review at the Planning Department, File No. 98.714E Mission Street, San Francisco.

IV. ENVIRONMENTAL IMPACTS

An application for environmental evaluation for the 350 Rhode Island Street project was filed on September 2, 1998. On the basis of an Initial Study published on July 3, 1999, the San Francisco Planning Department, Major Environmental Analysis section, determined that an Environmental Impact Report (EIR) is required. The Initial Study determined that issues related to land use, glare, population and housing, noise, construction air quality, wind, shadow, utilities and public services, biology, hydrology, water quality, geology and topography, energy and natural resources, hazards, and cultural resources (archaeology and historic and architectural resources) require no further discussion. Therefore, the EIR does not discuss these issues, except that land use changes are described for informational purposes. (See Chapter IX, Appendix A, for the Initial Study.)

A. LAND USE CHANGES

The proposed project would be the new construction of a four-story office building at 350 Rhode Island Street. The 50-foot-tall building would have approximately 3,000 square feet of ground-floor retail space, 300,000 square feet of office space, and an underground parking garage for up to 594 vehicles parked on a tandem/valet basis.[1]

The addition of office uses on the site would change the site's land use and would intensify office development in the project vicinity. Located near Showplace Square, the project area is characterized by a robust trade area for interior design furnishings and recently multi media/business services. There are also a number of office buildings and light industrial uses, and a limited number of commercial/retail uses. A residential neighborhood extends to the south of the site. The project would convert a currently vacant industrial site to an office use. The proposed office use would be generally compatible with adjacent and surrounding land uses,

[1] The Initial Study reviewed a project with 642 valet parking spaces. Plans now call for a project with 594 valet parking spaces and the Draft EIR analyzes the revised parking supply.

and therefore, would not substantially change the existing character of the project area, or disrupt or divide the physical layout of the area.

Other proposed projects in the area include an approximately 284,000-square-foot multimedia buildings with 537 parking spaces in the block immediately to the south of the proposed project bounded by 17th, Rhode Island, Mariposa and Kansas Streets at 450 Rhode Island. The cumulative effect of these projects would be to increase the supply of office and multimedia uses in the area.

The construction of live/work and office or multimedia developments in the area has raised concerns about the displacement of existing and potential future businesses in the "production, distribution, and repair" (PDR) sector. The proposed project would not directly displace any existing businesses, because the existing building is currently vacant. The buildings's former occupant, NORCAL, has moved its operations to another San Francisco location.

There is also a general concern that live/work and office or multimedia developments indirectly cause business flight by driving up land values in traditionally commercial/industrial areas. A recent case report to the Planning Commission (*Zoning Options for Industrial Land,* April 8, 1999) expresses these concerns, indicating that many PDR businesses cannot afford the same rent structure as higher-paying uses such as live/work and office/multimedia. Nonetheless, while live/work, and multimedia/office uses can afford higher land prices, there is no evidence that development of these uses plays a greater role than other market forces affecting land values throughout the City and the region. Where there may be competition between two permitted uses in a zoning district, and one use has an economic advantage over another, any potential displacement of one use by another would be considered a socioeconomic effect, beyond the scope of environmental analysis. Similarly any judgement regarding the potential socioeconomic impacts and benefits associated with PDR employment when compared with traditional office or multimedia employment, would be policy matter beyond the scope of this review.

The project site is located in the M-2 (Heavy Industrial) District and a 50-X Height and Bulk District. Office space is a permitted use and the project would conform to the height limit. The project site is also in a interim Industrial Protection Zone (IPZ) adopted by the Planning Commission on August 5, 1999. The purpose of the IPZ is to favor the retention and creation of building space suitable for use by PDR businesses. Projects that include industrial buildings proposed for demolition must have a hearing before the Planning Commission.

B. URBAN DESIGN

The proposed project building would be compatible with neighboring buildings, both in scale and design. Although the building would be higher than the immediately adjacent buildings, it would be lower than the five-story retail/office building located in the block north of the project, and would be comparable in height and bulk to many of the buildings in the vicinity, as shown in the simulated photomontages presented in Figures 14, 15, 16, and 17 on the following pages.

In general, the project buildings would be within the existing scale of surrounding blocks. The east facade of the building would provide the main entrance to the building on Rhode Island Street. An opening between the building's north and south sections would allow access to pedestrians into a landscaped interior courtyard. Separate entrance lobbies in each building section would be accessed from the center of the courtyard. The courtyard would also open out onto Kansas Street, providing a second entrance. The two building sections would be tied together by elevated bridge crossings at the second, third, and fourth floors. The two building sections would also be configured as interlocking Ls, unifying the building.

With the exception of the courtyard opening on Kansas and Rhode Island Streets, the building facades would be built to the lot line along all four adjacent streets. The building frontages would be visually broken up through different facade treatments on the two building segments facing Rhode Island and Kansas Streets. One building section would present a facade of evenly spaced square windows and painted concrete walls, while the other would have painted brushed aluminum panels interspersed with rows of tinted glass windows and broken into segments by a rectangular network of metal strips. The north and south facades (i.e., 16th and 17th Street facades) would also be visually broken with these two different treatments, though they would be breaking up a single building segment, creating the appearance of two side-by-side buildings. The net effect of the proposed architectural treatments is to reduce the apparent bulk of the building.

The project site would improve pedestrian conditions by adding wide sidewalks. An interior courtyard would be open to the public, provisioned with landscaping and outdoor seating--creating an opportunity to rest, observe, and meet with other people. The replacement of a deteriorating warehouse with a new building, street trees, improved sidewalks, and an interior courtyard with landscaping would all contribute to the creation of a more pedestrian

Source: Square One Productions

PHOTOMONTAGE LOOKING NORTH ON RHODE ISLAND FIGURE 14

Source: Square One Productions

PHOTOMONTOGE LOOKING NORTH ON KANSAS FIGURE 15

Source: Square One Productions

PHOTOMONTAGE LOOKING WEST ON 16TH FIGURE 16

PHOTOMONTAGE LOOKING EAST ON 16TH FIGURE 17

Source: Square One Productions

oriented block. The placement of downward-directed lighting around the perimeter of the building would provide increased security at night, contributing to a more active use of the site, which would be noticeable to the residential neighborhood south of the project, as well as the immediate vicinity. The proposed parking for the project would be shielded from view in a below-grade garage under the building.

The density of population on the site would increase, resulting in additional pedestrian and vehicular traffic in the area. There would be an increase in pedestrian activity, particularly during the noon hour, as employees patronize nearby restaurants or use the Jackson Playground, located two blocks to the east.

Scenic views currently available to the public in the vicinity of the project site are from higher elevations on Potrero Hill (the project site is at the base of the hill). From Mariposa and Kansas Streets, one block to the south, there are views of the downtown skyline, the Bay Bridge, Yerba Buena, and the East Bay hills. Private buildings in the area may have views of the hill, neighborhood or beyond. Views from public streets or private properties may be altered by the proposed construction, but they are not expected to change considerably given that the neighborhood is densely developed and the existing NORCAL building covers the entire site and reaches a height of 34 to 40 feet. The changes that would be introduced by the project would not be inconsistent with the dense, urban character of the surrounding area and therefore would not be considered significant. The proposed project would not intrude on any public right-of-way; it would, however, add sidewalks to the right-of-way surrounding the project site.

C. TRANSPORTATION/CIRCULATION[1]

PROJECT IMPACTS

Travel Demand

Based on the proposed office and retail uses, the project would generate approximately 5,880 new person trips on a daily basis, including both employee and visitor trips. During the P.M. peak hour (one hour during the P.M. peak period of 4:00 to 6:00 p.m.), the project would generate approximately 480 new person trips.

P.M. peak hour person-trips were also assigned to different travel modes (i.e., auto, transit, walk, and "other" trips), based on supplemental information of the San Francisco *Citywide Travel*

Behavior Study (CTBS). Of the 480 person trips generated by the project, approximately 64 trips would be made by transit, 346 would be made by automobile, and 70 would be made by walking or other modes. The 346 new automobile person trips represent about 254 new vehicle trips (18 inbound and 236 outbound) since some workers and visitors would carpool.

Trip Distribution

San Francisco is divided by the Metropolitan Transportation Commission (MTC) into superdistricts, which are geographic zones used for the purposes of travel analysis. The proposed project site is located within Superdistrict 3, which is generally bounded by Townsend Street to the north, 7th Avenue/Laguna Honda to the west, the San Francisco/San Mateo County line to the south, and San Francisco Bay to the east. Trip distribution for the proposed project was determined based on percentages provided from San Francisco Planning Department survey data for office use in Superdistrict 3. Approximately 51 percent of office trips and 82 percent of the retail trips destined for Superdistrict 3 travel from within San Francisco.

Parking Demand

The estimated peak parking demand for the proposed project was based on the methodology presented in the *Guidelines for Environmental Review: Transportation Impacts* (which includes trip generation rates by land use, size of project, peak hour and average hour demand formulae). Long-term parking (i.e., employee parking) was determined by applying the average mode split and vehicle occupancy rate to the number of retail and office employees, resulting in a demand for 617 long-term parking spaces. An average turnover rate of 6.5 vehicles per space per day was applied to the total daily visitor trips to determine the short-term parking demand of visitors and retail patrons.[2] The proposed project would generate a weekday peak parking demand for 111 short-term spaces, resulting in a total project parking demand of 728 spaces.

Freight Loading Demand

Freight delivery and service vehicle demand was based on information provided in the *Guidelines for Environmental Review: Transportation Impacts*. The proposed office use is estimated to generate 63 delivery/service trips per day, which corresponds to a demand for 2.92 loading spaces in an hour, or 3.65 loading spaces during the peak loading hour. The retail use is estimated to generate approximately 1 delivery/service trip per day, which corresponds to a

demand for 0.03 spaces in an hour and 0.03 spaces during the peak loading hour. Overall, the project would generate 64 truck trips per day, which corresponds to a loading demand for 2.94 spaces an hour and 3.68 spaces during the peak loading hour. Delivery vehicles for the project would consist primarily of vans or small trucks (e.g., UPS, FedEx). The project would provide two off-street loading spaces, and three passenger loading zone/loading curb spaces.

Traffic

Local Intersection Traffic. Eight study intersections were selected in the vicinity of the project site for traffic analysis. Only the intersection of 16th Street and Potrero Avenue is traffic signal-controlled. The remainder, including 16th Street/Rhode Island Street, 16th Street/Kansas Street, 16th Street/Vermont Street, 17th Street/Rhode Island Street, 17th Street/Kansas Street, U.S. 101 off-ramp/Vermont Street/Mariposa Street, and Division Street/Eighth Street/Townsend Street/Henry Adams Street, are stop-sign controlled. Existing traffic conditions at the intersections were determined as a basis for evaluating projected traffic impacts from the proposed project. Traffic volume counts were made on Tuesday, September 29, 1998. All counts were conducted during the P.M. peak period (4:00 to 6:00 p.m.).

Levels of service (LOS) were calculated for the eight study intersections based on the methodologies for signalized and stop sign-controlled intersections contained in the *1985 Highway Capacity Manual (HCM)* (Special Report 209, Transportation Research Board, Updated 1994). Level of service is a qualitative description of traffic flow conditions within an intersection. LOS levels are based on the amount of delay per vehicle and range from LOS A, which indicates free-flowing conditions, to LOS F, indicating extremely long delays in passing through the intersection. By City standards, LOS A, B, C, and D represent acceptable conditions, while LOS E and F are considered unacceptable. Definitions of the different levels of service are presented in Appendix C.

The calculated LOS values for each of the study intersections are presented in Table 1 on the following page. As can be seen, existing levels of service range from LOS B to LOS E. In general, the study intersections operate at acceptable levels of service, with average delays of less than 25 seconds per vehicle. The exception is the intersection of 16th and Kansas Streets, which is all-way STOP controlled. The LOS E at that intersection is due to the high volumes on 16th Street in both directions. All other intersections currently operate at LOS D or better.

Traffic Impacts

The distribution of project-generated trips among area roadways was determined using the "TRAFFIX" computer simulation software in accordance with San Francisco Planning Department guidelines. Project-generated traffic was then added to existing traffic volumes to derive the Existing Plus Project traffic volumes. These volumes were used to derive the Existing Plus Project levels of service presented in Table 1 on the following page.

As defined by the City and County of San Francisco, the operational impact at intersections is considered significant when project-related traffic causes a signalized intersection level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. The City and County of San Francisco has no significant criteria for unsignalized intersections. For the purpose of this study, the operational impact at unsignalized intersection is considered significant if two or more approaches operate at LOS E or F.

According to these criteria, the effect of project-generated traffic would result in a significant impact on traffic conditions at the unsignalized intersection of 16th Street and Kansas Street. At this intersection the southbound approach is currently operating at LOS E, with the addition of the proposed project generated trips, one additional approach (the eastbound approach) would degrade to LOS E. This impact could be mitigated by signalizing the intersection. The LOS of the remaining seven study intersections would not change with the addition of the 254 project-generated PM peak-hour vehicle trips.

Parking Impacts

The *San Francisco Planning Code* would require the project to provide 540 independently accessible off-street parking spaces. The proposed project would provide a total of 594 parking spaces, which includes 103 valet and 491 self-park spaces, and would therefore not meet the *Planning Code* requirement for 540 independently accessible spaces (a shortfall of 49 spaces). Under the conditional use authorization, the project sponsor seeks an exception to the parking requirement. In addition, the project would provide 25 bicycle parking spaces, 20 disabled parking spaces, four showers, and eight clothes lockers, complying with *Planning Code* Section 155.

Table 1
Intersection Level of Service:
Existing-Plus-Proposed Project Conditions
Weekday PM Peak Hour

	Existing		Existing Plus Project	
Intersection [a]	Delay [b]	LOS	Delay	LOS
Unsignalized				
16th Street/Rhode Island Street	13.8	C	15.7	C
16th Street/Kansas Street[c]	**34.1**	**E**	**39.9**	**E**
16th Street/Vermont Street	22.2	D	22.2	D
17th Street/Rhode Island Street	6.2	B	6.8	B
17th Street/Kansas Street	12.9	C	18.5	C
US 101 off-ramp/Vermont St/ Mariposa St	12.8	C	12.9	C
Division St/Eighth St/ Townsend St/Henry Adams St	7.0	B	7.0	B
Signalized				
16th Street/Potrero Avenue	17.2	C	16.7	C

Source: Wilbur Smith Associates, July 1999.
Notes:

[a] All intersections are unsignalized, with the exception of 16th Street/Potrero Avenue. For unsignalized intersections, delay and LOS are presented for the worst movement.

[b] Delay presented in seconds per vehicle. For signalized intersections, the delay/ LOS relationship is as follows: LOS A, 0-5 seconds per vehicle; LOS B, 5.1-15.0 seconds per vehicle; LOS C, 15.1-25.0 seconds per vehicle; LOS D, 25.1-40 seconds per vehicle; LOS E, 40.1-60 seconds per vehicle; and LOS F, more than 60 seconds per vehicle. For unsignalized intersections, the delay/ LOS relationship is as follows: LOS A, 0-5 seconds per vehicle; LOS B, 5.1-10.0 seconds per vehicles; LOS C, 10.1-20.0 seconds per vehicle; LOS D, 20.1-30 seconds per vehicle; LOS E, 30.1-45 seconds per vehicle; and LOS F, more than 45 seconds per vehicle.

[c] Southbound approach indicated. With project traffic, the eastbound approach at this intersection would also deteriorate to LOS E, resulting in a significant and mitigable impact.

The expected project parking demand of 728 spaces would exceed the capacity of the proposed parking facility, resulting in a deficit of 134 spaces. A review of the off-street parking facilities in

the parking study area indicates that on-street parking facilities are generally full (as indicated by the total occupancy of about 91 percent) and that drivers would continue to experience difficulty searching for parking spaces. Although some of the parking demand generated by the proposed project could be accommodated by the off-street parking facilities in the study area, a shortfall would still occur that may result in additional traffic congestion as drivers circle around the neighborhood in search of available parking spaces. It should be noted that shortfalls of parking supply relative to demand are not considered significant environmental impacts in the urban context of San Francisco. Parking deficits are an inconvenience to drivers, but not significant physical impacts on the environment. In support of the City's "Transit First" policy which emphasizes a shift from the personal automobile to public transit use, priority is given to transit improvements before developing transportation treatments which encourage the continued use of the automobile. Faced with parking shortages, drivers generally seek and find alternative parking facilities, shift modes of travel (e.g., public transit, taxis, or bicycles) or the timing of travel. In view of the above discussion, the project would not cause a substantial environmental impact.

Pedestrian/Bicycle Impacts

To access the project site, pedestrians would use Rhode Island and Kansas Streets. The main pedestrian entrance to the proposed office building would be off of Rhode Island Street, where the sidewalk would be reconstructed and improved as part of the project. An 11,000-square-foot open courtyard separating the two proposed building sections would provide a public area with outdoor seating. As noted in the travel demand discussion, the proposed project would generate an additional 70 walking or "other" trips to and from the site. The additional 64 transit trips would also create associated pedestrian trips. These additional trips would not substantially affect the pedestrian operating conditions on the sidewalks or crosswalks in the vicinity of the project. Pedestrian flows would remain free-flow, with few conflicts between other pedestrians.

Bicycle access to the area would not change substantially with the development of the Proposed Project. However, as the number of vehicles on Rhode Island and Kansas Streets increase, the potential for conflicts between motorists and bicycles would also increase, as there would be more competition for the travel lanes between bicycles, autos and trucks.

Transit Impacts

Based on trip generation and mode split estimates, the proposed project would generate approximately 64 new transit trips (5 inbound and 59 outbound) during the weekday P.M. peak hour. Transit travelers to and from the project site would take adjacent MUNI lines and transfer to other MUNI bus and light rail lines, or would transfer to regional transit providers such as Caltrain and BART. The 19-Polk and the 22-Fillmore would primarily be used to access these other lines and services. Both of these lines currently have available capacity during the PM peak period; in addition, their peak load points are located north of Market Street, where most transfers would occur. Some transit trips to and from the Proposed Project would also use the 9-San Bruno line, whose peak load point occurs at 16th/Potrero. This line has available capacity, although the outbound (southbound, away from downtown) capacity utilization is high, at 87 percent during the PM peak hour conditions. MUNI is in process of expanding transit services in the area (see page 38).

The additional vehicle trips to and from the proposed project garage would not substantially affect the operating conditions of the adjacent MUNI bus lines (#19-Polk on Rhode Island Street, and the #22-Fillmore and #53-Southern Heights on Kansas and 17th Streets), or the existing bus stops. Adequate passenger and freight loading/unloading facilities would be provided to preclude double parking, which could potentially affect transit service. The transit impacts generated by the project would therefore not be significant.

Freight Loading Impacts

Based on a proposed total of 300,000 sq.ft. of office , Section 152 of the *San Francisco Planning Code* would require the proposed project to provide two off-street loading spaces. No off-street loading spaces would be required for the 3,000 sq.ft. of retail space. The proposed project would provide a loading dock with two loading spaces. The dock would measure approximately 45 feet long by 30 feet wide; access would be from Rhode Island Street. In addition, the curb area adjacent to the proposed courtyard would provide on-street loading zones of 22 feet (one space) on Rhode Island Street and of 58 feet (two spaces) on Kansas Street. Although the two off-street loading spaces would meet *Planning Code* Section 152 requirements, the projected loading demand would result in a shortfall of one off-street space, as noted in the Freight Loading Demand section above. This excess demand could be accommodated by the three

passenger zone/loading curb spaces that would be located on Rhode Island and Kansas Streets, at either ends of the courtyard.

Construction Impacts

Construction activities associated with the proposed project would occur over a 15-month period. During this period, most staging of construction equipment and materials would primarily occur on the project site, though additional offsite staging areas may also be utilized. Periodic closures of the traffic lanes and sidewalks adjacent to the site may be required, which would be coordinated with the City in order to minimize the impacts on local traffic. The incremental slowing of traffic movement, including MUNI buses, would be temporary and therefore would not be considered significant. It is not anticipated that any MUNI bus lines would need to be rerouted as a result of project construction. However, a temporary relocation of the 19–Polk MUNI bus stop on Rhode Island Street would likely be required during a portion of the construction period, which would be coordinated with MUNI's Chief Inspector.

The project construction workers would generate an additional demand for parking in the vicinity of the project site during the construction period. The additional demand would be temporary and could be accommodated on the site and/or in available on- and off-street parking spaces in the area.

While construction traffic impacts are by definition temporary, and therefore are not considered significant, they can inconvenience area residents and employees. Thus, the project sponsor has agreed to implement traffic improvement measures that would limit the hours of construction traffic from 9:00 a.m. to 3:30 p.m. and 6:00 to 8:00 p.m. (hours outside of AM and PM peak traffic periods), and coordinate with City Departments to determine feasible measures to reduce traffic, public transit, and pedestrian circulation disruptions during construction.

PROPOSED PROJECT AND 450 RHODE ISLAND PROJECT IMPACTS

Transportation conditions were assessed for the combined effects of the proposed project and the recently proposed development at 450 Rhode Island Street (450 Rhode Island Project). The proposed 450 Rhode Island Project includes about 314,000 square feet of multimedia uses and 628 off-street parking spaces. During the PM peak hour, the 450 Rhode Island Project would generate about 258 vehicle trips (including 15 inbound and 243 outbound). In addition, there

would be about 65 transit trips and 71 walk/bicycle/other trips during the PM peak hour. The 450 Rhode Island project would have a demand for 744 parking spaces.

Traffic

With the addition of traffic generated by the proposed project and the 450 Rhode Island Project, operating conditions at the study intersections would remain at LOS D or better, except for the intersection of 16th/Kansas as shown in Table 2. As under Existing Plus Project conditions, two approaches of the unsignalized intersection of 16th/Kansas would operate at LOS E. However, the signalization proposed as mitigation would improve operating conditions to LOS B, with 11.8 seconds of average delay per vehicle for existing plus proposed project and the 450 Rhode Island project conditions.

Transit

The proposed project and the 450 Rhode Island project would generate a total of 129 transit trips during the PM peak hour (9 would be inbound, and 120 would be outbound from the site). The additional transit trips would be distributed primarily among the 19-Polk, the 22-Fillmore and the 9-San Bruno.

Parking

The proposed project and the 450 Rhode Island project would result in a parking demand for 1,472 spaces (728 for the proposed project, and 744 for 450 Rhode Island). The two proposed projects would provide 1,222 off-street parking spaces, which would result in a shortfall of 250 parking spaces.

Only a small portion of the shortfall could be accommodated on-street, as the existing utilization of on-street parking is high (at about 90 percent). As noted in the discussion on parking impacts, the shortfall would result in some drivers having to park further from their destination than anticipated, and some drivers may shift time of travel or switch to transit, carpools or other modes of travel. These impacts would not be considered significant.

Table 2
Intersection Level of Service:
Existing-Plus-Project and 450 Rhode Island Project Conditions
Weekday PM Peak Hour

	Existing Plus Project		Proposed Project plus 450 Rhode Island Project	
Intersection [a]	**Delay [b]**	**LOS**	**Delay**	**LOS**
Unsignalized				
16th Street/Rhode Island Street	15.7	C	14.6	C
16th Street/Kansas Street (2)	**39.9**	**E**	**39.7**	**E**
16th Street/Vermont Street	22.2	D	22.6	D
17th Street/Rhode Island Street	6.8	B	7.0	B
17th Street/Kansas Street	18.5	C	25.0	D
US 101 off-ramp/Vermont St/ Mariposa St	12.9	C	13.0	C
Division St/Eighth St/ Townsend St/Henry Adams St	7.0	B	7.1	B
Signalized				
16th Street/Potrero Avenue	16.7	C	18.7	C

Source: Wilbur Smith Associates, July 1999.

[a] Delay presented in seconds per vehicle. For signalized intersections, the delay/ LOS relationship is as follows: LOS A, 0-5 seconds per vehicle; LOS B, 5.1-15.0 seconds per vehicle; LOS C, 15.1-25.0 seconds per vehicle; LOS D, 25.1-40 seconds per vehicle; LOS E, 40.1-60 seconds per vehicle; and LOS F, more than 60 seconds per vehicle. For unsignalized intersections, the delay/ LOS relationship is as follows: LOS A, 0-5 seconds per vehicle; LOS B, 5.1-10.0 seconds per vehicles; LOS C, 10.1-20.0 seconds per vehicle; LOS D, 20.1-30 seconds per vehicle; LOS E, 30.1-45 seconds per vehicle; and LOS F, more than 45 seconds per vehicle.

[b] Under Existing Plus Project and Proposed Project and 450 Rhode Island Project conditions, both southbound and eastbound approaches would operate at LOS E conditions.

2015 CUMULATIVE CONDITIONS

Development of 2015 Cumulative Conditions

The Cumulative Context for future transportation conditions in San Francisco and in the vicinity of the proposed project was based on the future year 2015 analysis presented in *the Mission Bay*

Final SEIR[3]. The Mission Bay effort utilized the MTC regional travel demand model to obtain estimates of future growth in San Francisco and the nine-county Bay Area and prepare future cumulative transportation impacts on regional traffic and transit facilities. Year 2015 cumulative conditions for the Mission Bay effort incorporated the Association of Bay Area Governments (ABAG) land use and socio-economic database and growth forecasts *(Projections '96)* as adjusted to account for anticipated growth in the eastern part of San Francisco.

In September 1996, the San Francisco Redevelopment Agency, in cooperation with the San Francisco Planning Department, initiated a process to prepare updated future year 2015 cumulative employment and housing growth estimates for San Francisco, incorporating the most recent development plans for those major planning areas. These updated forecasts were used to develop travel demand forecasts for the *Mission Bay Final SEIR* and are similar to ABAG *Projections '98*, although the analysis for the *Mission Bay Final SEIR* conservatively assumed that the Mission Bay project would be fully built out and occupied by the year 2015. This assumption was to include a more detailed analysis of maximum employment and population in the Mission Bay area appropriate to the SEIR for the Mission Bay project.

Based on the Mission Bay Analysis, traffic volumes on the major roadways serving Mission Bay and the proposed project are expected to increase significantly. The PM peak hour traffic volumes along 16th Street are projected to increase by about 1,400 vehicles per hour, an increase of about 103 percent over Existing conditions.

Transit ridership is also expected to increase substantially between Existing and 2015 conditions. Ridership on MUNI bus and rail lines at the four San Francisco peak-direction screenlines during the PM peak hour was projected to increase by 8,980 riders (an increase of 47 percent). Ridership on transit lines serving the proposed project area (22-Fillmore, 19-Polk and 9-San Bruno) are anticipated to increase by between 20 and 35 percent. Ridership on regional bus, ferry and rail lines is also expected to increase during the PM peak hour. Overall, ridership on the regional providers is projected to increase by 18,580 riders (an increase of 56 percent) with the most substantial increase in Transbay (East Bay) ridership.

Changes to Transportation System

The cumulative transportation analysis was based on assumptions regarding planned transportation facilities and services that would affect access to the proposed project vicinity by year 2015.

U.S. 101 (Central Freeway) – The Central Freeway is an elevated viaduct that runs parallel to 13th Street between I-80 and Mission Street, and, until recently provided a double-deck structure between Mission Street and the U.S. 101 freeway terminus at Oak and Fell Streets. The double-deck structure was removed in 1996. The current plans, consistent with last November's Proposition E, include bringing the freeway to grade at a signalized intersection of Market Street, with a surface boulevard on Octavia Street starting at Market Street.

Embarcadero Freeway/Terminal Separator Structure – The Embarcadero Freeway and Terminal Separator Structure connecting the freeway to I-80 and the Bay Bridge were demolished after the 1989 Loma Prieta earthquake. Replacement plans for those facilities were studied, and in 1996 a preferred alternative was chosen. Roadway improvements expected to be in place by year 2015 in downtown include the reconstruction and modification of the existing I-80 Fremont Street off-ramp so that a portion of the ramp would touch down at the intersection of Fremont and Folsom Streets, and restriping of Folsom, Fremont and First Streets to provide additional lanes in the vicinity of the I-80 on- and off-ramps, and widening of the earthbound off-ramp at 4th Street.

Mission Bay – The Mission Bay development includes planned changes to the street circulation pattern and pedestrian paths and bicycle paths and lanes. These changes include signalization of intersection of 16th/Vermont, restriping westbound and eastbound approaches of intersection of 16th/Potrero, and reconfiguration to remove traffic circle and signalization of intersection of Division/8th/Townsend. These changes will be implemented in various stages, as development occurs within the Mission Bay North and Mission Bay South components of the project. The existing street pattern within Mission Bay will substantially change. In the vicinity of the proposed project, Third Street, 16th Street and Mariposa Street will remain in substantially the same alignment as today. Exclusive left-turn lanes will be provided at intersections on 16th Street within the existing right-of-way. Mariposa Street will be widened on the north side within the Project Area to provide two lanes in each direction with left-turn lanes at major intersections.

Fourth Street will be realigned, and will no longer intersect with Third Street, but will run south parallel to Third Street, ending at Mariposa Street opposite Minnesota Street. In addition, a series of new east-west streets will also be created or extended into Mission Bay.

Mission Bay will provide Class II (striped bicycle lanes) and Class III (bicycles and vehicles share a travel lane) bicycle routes. These routes will connect to the existing routes at Third Street, at Fourth Street, at Seventh Street, at 16th Street and at Mariposa Street and to the other routes planned as part of the Mission Bay project.

Third Street Light Rail Project: The City and County of San Francisco is currently in the process of designing new light rail transit (LRT) along the Third Street Corridor in southeastern San Francisco. The light rail line will operate along Bayshore Boulevard and Third Street, between the Caltrain Bayshore Station and downtown San Francisco and will replace the existing MUNI 15-Third bus line. The southern terminus at the Caltrain station will be designed to serve as an intermodal facility to allow for transfers between the light rail line, Caltrain, SamTrans, and MUNI bus services. Initially, LRT service will be provided by one-car trains at six minute headways during the peak periods and ten minute headways during the midday.

The currently funded portion of the LRT project includes the extension the existing light rail service from the Caltrain depot located north of the proposed project, along Third Street, over U.S. 101 and to the southern Bayshore terminal. The project is scheduled to begin construction in September 1999 with service start-up scheduled for late summer 2003. The second, currently unfunded phase of the project will involve the construction of a new subway portion of the light rail line, operating on Third/Fourth Street from King Street, under Market Street and into Chinatown.

MUNI Bus Service – MUNI has recently implemented service changes to a number of bus lines as a result of the extension of MUNI Metro service from the Embarcadero station to a station at Fifth and King Street, adjacent to the Caltrain terminus. Most notably, the 32-Embarcadero has been rerouted. In addition, after service to the Third Street Light Rail corridor is implemented, MUNI plans to eliminate the 15-Third bus route and modify the 9X, 9AX and 9BX San Bruno express bus routes. Services changes will also be made on the 9-San Bruno Local and 43-Masonic lines.

In response to expected increases in Mission Bay transit demand and in accordance with the prior Mission Bay development plan, MUNI will extend either the 30-Stockton or 45-Union/Stockton trolley coach routes south from their current terminus, via Fourth Street, and Mission Bay Street in Mission Bay South, continuing on Hooper/Irwin, 16th, Connecticut and 18th Streets, and ending somewhere is the vicinity of Third and 19th or 20th Streets. A second option, not preferred by MUNI, calls for buses to travel along Townsend and Seventh Streets instead of Fourth and Mission Bay Streets. The 30-Stockton or 45-Union/Stockton service is proposed to replace a portion of the 22-Fillmore route on Potrero Hill, joining with the current route at or near 17th Street and Connecticut Streets. MUNI anticipates extending only about 50 percent of the existing 30-Stockton or 45-Union/Stockton peak service, approximately matching the existing 22- Fillmore service to Potrero Hill. The 22- Fillmore will be re-routed to access the Mission Bay South area via 16th and Third Streets, and will terminate within Mission Bay.

The San Francisco Transportation Authority and MUNI have recently identified the need to provide additional transit service in the Multimedia Gulch/SoMa area. The improved service could include a new route or rerouting of existing lines to link generators such as the new Sony Metreon, South Park, Pacific Bell Park, the Caltrain terminal, Sega's new headquarters at 7th/Townsend, the northern Potrero area and the area around Mariposa/Bryant Street. It is anticipated that this improved service would be implemented in 1999/2000 and would continue through 2015 cumulative conditions.

Caltrain San Francisco Downtown Extension Project – Caltrain has considered a 1.5 mile extension from its terminus at Fourth and Townsend Streets to downtown San Francisco, at Mission Street. A Draft EIS/EIR was completed in March 1997. While there is currently support for the extension project, funding has not been identified, and it is unlikely that the downtown extension project will be built before the year 2015. Therefore the 2015 analysis assumes that the terminus for Caltrain service will remain at its current location.

BART San Francisco Airport Extension – In June 1996, BART and SamTrans adopted a project to extend BART from the existing end of the line at the Colma Station, through the cities of South San Francisco and San Bruno, to the City of Millbrae and the San Francisco International Airport. The project is currently under construction, and the extension to the Millbrae station is scheduled

to be completed by 2000 and to the airport by 2001. The extension of BART to SFIA will increase the BART ridership to and from San Francisco.

Assessment of 2015 Cumulative Transportation Conditions

Traffic

With the anticipated increase in traffic volumes at the study intersections, and with intersection improvements that will be implemented by the Mission Bay project, most study intersections will continue to operate at acceptable levels of service as shown in Table 3, on the following page. The exception would be the intersections of 16th/Kansas and 16th/Rhode Island which would operate at LOS F during the PM peak hour, even with the signalization at 16th/Kansas (a proposed project mitigation measure).

The worsening of the intersection LOS operating conditions at 16th/Rhode Island and 16th/Kansas reflects the anticipated increase in traffic volumes, due primarily to the Mission Bay project and other area-wide develoment. At build-out Mission Bay would add about 1,000 vehicles onto 16th Street westbound during the PM peak hour, increasing future westbound volumes from about 600 vehicles per hour (vph) to about 1,600 vph.

It should be noted that the unsignalized intersection of 17th/Kansas would have one approach (the southbound approach) operating at LOS E. For unsignalized intersections, a LOS E at a single approach does not represent unacceptable operating conditions at the intersection.

Transit

By 2015, substantial changes to the transit network are anticipated to occur in the vicinity of the proposed project, and transit ridership is anticipated to increase. Ridership on transit lines serving the proposed project (22-Fillmore, 19-Polk and 9-San Bruno) are anticipated to increase by between 20 and 35 percent. These lines currently operate with available capacity during the PM peak hour, and would likely have sufficient capacity to accommodate additional passengers, if planned service expansions are implemented. However, capacity utilization would be high, particularly on the 22-Fillmore and 9-San Bruno. Recent proposals by the San Francisco Transportation Authority and MUNI for improved transit service in the Multimedia Gulch/SoMa area would alleviate some of the overcrowding and would improve access to regional transit as well as connections with other MUNI lines.

Table 3 2015 Cumulative Traffic Operating Conditions Weekday PM Peak Hour		
Intersection	**Delay [a]**	**LOS**
Unsignalized (2)		
16th/Rhode Island	**	**F**
17th/Rhode Island	7.9	B
17th/Kansas	36.9	E
U.S. 101 off-ramp / Vermont / Mariposa	23.4	D
Signalized		
16th/Potrero [b]	21.5	C
16th/Vermont [b]	5.1	B
16th/Kansas [b]	**	**F**
Division/8th/Townsend (3) [b]	18.8	C

Source: Wilbur Smith Associates, July 1999.

Notes:

[a] Delay = average delay per vehicle in seconds. ** - indicates delays greater than 60 seconds. For unsignalized intersections LOS and delay is presented for worst movement.

[b] Assumes Mission Bay Mitigation Measures, including: signalization of intersection of 16th/Vermont, restriping westbound and eastbound approaches of intersection of 16th/Potrero, and reconfiguration to remove traffic circle and signalization of intersection of Division/8th/Townsend. In addition, assumes Proposed Project Mitigation Measure of signalization of intersection of 16th/Kansas.

Contribution of Proposed Project to 2015 Cumulative Conditions

The proposed project is expected to be completed, occupied and the amount of new space attributed to the proposed project absorbed by 2005. Therefore the impacts of the proposed project and contribution to cumulative transportation impacts would occur within the Existing to 2015 context.

The vehicular trips generated by the proposed project would be part of the cumulative increase in traffic on the regional facilities and local street network. The degraded conditions described above, however, would occur whether or not the proposed project is implemented. About half of the 254 proposed project-generated vehicle trips during the PM peak hour would use I-280, U.S. 101 and I-80 between the proposed project site and the East Bay, South Bay and the

southwest quadrant of the City. The remainder would use local streets access the site. The project traffic represents between one and five percent of the total growth in PM peak hour vehicular traffic projected by 2015 along 16th Street. This increment would not be considered a "considerable" or significant contribution to cumulative conditions.

As an improvement measure to enhance transit accessibility to the site, to encourage use of transit rather than auto modes and to alleviate the parking shortfall, local transit provision could be enhanced. As noted above, while transit lines in the vicinity of the proposed project currently have available capacity, their service area is limited with respect to access to the proposed project, they have infrequent service as compared with the downtown commute service.

Upcoming plans by MUNI for improved service to the South of Market area will improve accessibility and will encourage and accommodate an increased transit mode share for the proposed project and to the 450 Rhode Island Street Project.

Measures which could be implemented by the proposed project to reduce the project's (non significant) contribution to areawide transportation problems include:

- Provision of a building shuttle service between the proposed project and regional and local transit providers and South of Market attractions. Shuttle service could be provided during peak commute periods to connect the building with BART at 16th Street, Market Street and Caltrain, and could be provided jointly with nearby developments.

  Providing a shuttle service would not replace the need for expansion and improvements to MUNI service as proposed in the area, and may be discontinued when changes to MUNI service are implemented.

- Implementation of a Travel Demand Management (TDM) program at the proposed project would encourage transit use and reduce auto demand. The TDM program could include the following components:
  - Provision of an on-site transportation coordinator
  - Provision of information to tenants describing alternative work hours and telecommuting
  - Provision of transit information on MUNI, BART, Caltrain and any shuttle services
  - Provision of information to employees encouraging the use of bicycles and walking
  - Provision of preferential parking for carpools and pricing parking appropriately
  - Provision of information on ridesharing

Additional capacity could be provided along 16th Street by restriping 16th Street to provide for an additional westbound lane at both Rhode Island and Kansas Streets (the segment of 16th Street between Kansas and Vermont currently contains two westbound lanes) and signalization

of 16th/Rhode Island (the proposed project would be required to signalize 16th/Kansas as part of the project). With these improvements, the intersections of 16th/Rhode Island and 16th/Kansas would operate at LOS D or better. No funding has been identified yet for these potential future improvements, which would not be necessary for some time after implementation of the proposed project. Also, these improvements, if implemented, may have secondary impacts which have not yet been analyzed.

NOTES - Transportation/Circulation

[1] Information on transportation was based on the *350 Rhode Island Street Transportation Study* by Wilbur Smith Associates, August 11, 1999. This report is available for public review in file number 98.714E at the Planning Department, 1660 Mission Street, San Francisco.

[2] A parking turnover rate represents the number of vehicles, in a parking lot or garage, that occupies one parking space during the day (i.e., the number of times one parking space turns over throughout the day).

[3] *San Francisco Planning Department, Mission Bay Final Subsequent Environmental Impact Report*, Planning Department File No. 96.771E, State Clearinghouse No. 97092068, Certified September 17, 1998.

D. GROWTH INDUCEMENT

A project would be considered growth inducing if its construction and use would encourage population increases and/or new development that might not occur if the project were not approved and implemented. The proposed project entails construction of an office building to provide office space and multi media/business service space in the Lower Potrero Hill/Showplace Square area of San Francisco. The addition of approximately 300,000 square feet of office space and approximately 3,000 square feet of retail space would increase the daily population on the project site by approximately 935 people.[1] While it can be expected that some of the jobs created on the site would represent a relocation of existing jobs from elsewhere in the City, it is assumed that many of these 935 people would represent net new employees which could be associated with a growth in housing demand. However, it is expected that most of the employees of the proposed project would be drawn from the existing labor pool, many of whom already have housing. Some of the employees would already be living in the City, and others would come from outside San Francisco and may seek housing within the City boundaries.

Those who continue to live in outlying areas and commute into the City would contribute to potential transportation impacts discussed above. The project would be consistent with existing

and proposed land use plans for the project area and within growth projections for San Francisco. The project would be built in a developed urban area, and no expansion of the municipal infrastructure not already under consideration would be required to accommodate the new development and increased employment due to, or induced by, the project. For these reasons, the proposed project would not have a significant growth-inducing impact.

NOTES - Growth Inducement

[1] This estimate is based on one employee per 310 square feet of occupied office space (about 290,000 sq. ft.), and one retail employee per 350 square feet (about 3,000 sq. ft.), plus maintenance, cleaning, and parking personnel.

V. MITIGATION MEASURES PROPOSED TO MINIMIZE SIGNIFICANT IMPACTS OF THE PROJECT

In the course of project planning and design, measures have been identified that would reduce or eliminate potentially significant environmental impacts of the proposed project. Some of these measures have been, or would be, voluntarily adopted by the project sponsor or project architects and contractors and are thus proposed. Implementation of some measures may be the responsibility of other agencies. Each mitigation measure and its status are discussed below.

The Initial Study (see Appendix A) has identified local and state requirements that would reduce some potential impacts of the project. These are related to the disposal of contaminated soils during construction activities, disposal of other oil and solvents stored on the site, and dust control during construction.

Measures not required by legislation but which would also serve to mitigate significant environmental impacts appear below. Mitigation measures preceded by an asterisk (*) are from the Initial Study (see Appendix A).

A. CULTURAL RESOURCES

* The project sponsor shall retain the services of an archaeologist. During removal of foundation materials following demolition of the existing buildings on the project site, the archaeologist shall carry out a pre-excavation testing program to better determine the probability of finding archaeological remains on the site. The testing program shall consist of a series of mechanical, exploratory borings or trenches and/or other testing methods determined to be appropriate by the archaeologist.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist shall submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO, and they

shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures shall be implemented by the project sponsor and might include a program of on-site monitoring of all pile driving and any site excavation that may be necessary, during which the archaeologist shall record observations in a permanent log. Whether or not there are archaeological finds of significance, the archaeologist shall prepare a written report on the monitoring program that shall be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor shall designate one individual on site as his/her representative. This representative shall have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of archaeological resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the ERO, and the project sponsor shall halt any activities which the archaeologist and the ERO jointly determine could damage such archaeological resources. Ground disturbing activities which might damage archaeological resources shall be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the archaeological finds and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program; additional on-site investigations by the archaeologist; and/or documentation, preservation, and recovery of archival material.

Finally, the archaeologist shall prepare a report documenting the archaeological resources that were discovered; an evaluation as to their significance; and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure shall be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report shall be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center. Three copies of the final report shall be submitted to the ERO, accompanied by copies of transmittals documenting distribution of the final report to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center.

B. CONSTRUCTION AIR QUALITY

* The project sponsor shall require the construction contractor(s) to spray the project site with water during excavation, grading, and site preparation activities; spray unpaved

construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.

* The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

C. TRANSPORTATION

The project sponsor shall be required to signalize the intersection of 16th/Kansas Streets to accommodate the increase in vehicle trips to and from the proposed project during the weekday PM peak hour. With signalization, the operating conditions at this intersection would be LOS B.

D. HAZARDS

* For the excavation and removal of soils from the site, the project sponsor shall contract with a qualified consulting firm (with registered geotechnical engineers and hydrogeologists) to prepare and implement a Site Mitigation Plan (SMP) which would be reviewed by the San Francisco Department of Public Health. The SMP would detail the specific treatment of wastes, including sampling, monitoring, and other soil handling procedures to be performed by a licensed contractor in accordance with the State and federal regulations and the site-specific health and safety requirements. The project sponsor could dispose of all the contaminated material in a Class I landfill, or the material could be excavated and systematically resampled on site to separate out soils that are not hazardous for their disposal at Class II or Class III landfills. The SMP would also include implementation of a health and safety plan for workers on the site and a notification on the site for construction workers regarding location and type of contamination present. After the project site has been cleaned up or its contaminated soil removed, the consultant who prepared the SMP would certify that the site is clean and usable for the proposed project.

VI. SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21067 of the California Environmental Quality Act (CEQA) and with sections 15040, 15081, and 15082 of the *CEQA Guidelines*, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the project, or by other mitigation measures that could be implemented, as described in Chapter V, pages 66 to 69.

With the implementation of the mitigation measures outlined in Chapter V, Mitigation Measures, all potential project-based significant impacts would be reduced to a less-than-significant level. The project sponsor has agreed to implement these mitigation measures in an agreement dated August 27, 1999. [1]

The finding that potential significant impacts would be reduced to less-than-significant levels by implementation of these measures is subject to final determination by the San Francisco Planning Commission as part of its certification of the EIR. The Final EIR will be revised, if necessary, to reflect the findings of the Commission.

Anticipated development in the project area would generate cumulative traffic increases that would result in unacceptable levels of service along 16th Street whether or not the proposed project is implemented. The worsening of the intersection LOS operating conditions would be due primarily to the increase in traffic volumes associated with buildout of the Mission Bay project and other area wide development by the year 2015. The proposed project's incremental contribution to these cumulative effects would not be considered "considerable" or significant.

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1. This mitigation agreement form is available for public review at the San Francisco Planning Department, 1660 Mission Street, in Case File 98.714E.

VII. ALTERNATIVES TO THE PROJECT

This chapter identifies alternatives to the proposed project and discusses environmental impacts associated with each alternative. Alternatives include the No Project Alternative and an alternative which proposes a less intense, alternate use for the site. These alternatives would avoid or reduce non-significant impacts of the project. Because the proposed project would not result in unmitigable significant impacts, and because SKS Rhode Island, LLC, the project sponsor, has not identified an alternative site where its principal project objectives can be met, no off-site alternative has been analyzed.

A. NO PROJECT ALTERNATIVE

DESCRIPTION

This alternative would entail no change to the project site. Under the No-Project Alternative, the existing vacant warehouse at 350 Rhode Island Street and the associated vacant two-story office building would remain unoccupied and in their current condition. It is probable that another proposal to develop the site would be presented in the future, but such a proposal would be unrelated to the proposed project or to the No Project Alternative.

IMPACTS

If this alternative were implemented, none of the impacts associated with the proposed project would occur. The environmental characteristics of this alternative would be generally as described in the Environmental Setting chapter of this report (see Chapter III and Appendix A, the Initial Study for a discussion of existing conditions). The demolition of the vacant warehouse currently on the site would not occur. In addition, there would be no increased parking demand or traffic congestion impacts associated with construction of the project.

This alternative would not satisfy the sponsor's objectives of removing contaminated soil from the site or creating office space targeted to meet the needs of the multimedia industry.

B. LIGHT INDUSTRIAL USE ALTERNATIVE

DESCRIPTION

Under this alternative, a two-story building of approximately 150,000 square feet would be constructed at the 350 Rhode Island Street site to house light industrial uses. A one-level underground garage would provide 95 parking spaces, which would meet *San Francisco Planning Code* parking requirements.

IMPACTS

The potential impacts of the Light Industrial Use Alternative would generally be less than those associated with the proposed project. The change in land use at the project site to a light industrial use would be more consistent than the project with the historical uses of the site and with some of the existing neighboring uses. The population density would be lower than under the proposed project, with about 265 employees versus the project's 935 employees. The visual character of the site would noticeably be altered by this alternative. The building would have a reduced mass compared to the proposed project. The two-story building would have fewer shadow effects than the project. There would be no public or private open space provided with this alternative.

Depending on the type of light industrial use that occupied the site, there is the potential under this alternative for somewhat greater noise impacts than under the proposed project. A manufacturing operation could generate off-site noise effects that would not occur with the project. If a substantial number of truck trips were associated with the business operations, this would also result in increased noise levels as compared to the project. However, the noise levels associated with light manufacturing and/or increased truck operations would be expected to be within acceptable urban noise limits.

The alternative land use under this alternative would generate substantially fewer P.M. peak-hour vehicle trips and transit trips, and parking demand would be lower. The Light Industrial Use Alternative would generate approximately 74 vehicle-trips during the weekday P.M. peak hour, about 180 fewer vehicle trips than the proposed project. This reduction in vehicle-trips would thus result in lower vehicle delays as compared to the project. In addition, this alternative would generate approximately 46 fewer transit trips during the P.M. peak hour, which would result in fewer transit impacts compared to the project. The Light Industrial Use Alternative would generate a parking demand for about 176 parking spaces, which is 552 fewer spaces than the

project-generated demand for 728 spaces. However, because only 95 parking spaces would be provided under the alternative, the shortfall of 81 spaces would be similar to the proposed project shortfall of 86 spaces, and the effect on off-site parking facilities would be comparable.

The Light Industrial Use alternative would have approximately 71 percent lower emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide than the project, due to the reduced vehicle trips generated by the alternative. The emissions would be well within project significance thresholds determined by the Bay Area Air Quality Management District. Effects related to geology and hydrology and potential subsurface cultural resources would be less than those of the proposed project because excavation would be one level below grade compared to two and a half levels for the project. Compared to the project, this alternative could result in a lower demand for public services and energy because of the fewer number of employees on the site.

The Light Industrial Use Alternative would have similar short-term, less-than-significant construction impacts to the proposed project, but they would be somewhat reduced in scope and duration due to the smaller building size.

This alternative would not meet the sponsor's objectives of creating high quality office space to meet the needs of the multimedia industry and would not fully satisfy the sponsor's objective of excavating and removing contaminated soil from the site.

VIII. EIR AUTHORS

EIR AUTHORS

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EIR Coordinators: Alice Glasner

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Jerry Robbins, Planner

IX. APPENDICES

A. Initial Study and EIR Requirement

B. Draft EIR Distribution List

C. Intersection Level of Service Designations

NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

Date of this Notice: July 3, 1999

Lead Agency: City and County of San Francisco, Planning Department
1660 Mission Street - 5th Floor, San Francisco, CA 94103

Agency Contact Person: Alice Glasner **Telephone:** (415) 558-6424

Project Title: 98.714E: 350 Rhode Island Street
Project Sponsor: SKS Rhode Island, LLC
Project Contact Person: Dan Kingsley
Telephone: (415) 970-8000

Project Address: 350 Rhode Island Street/1900 17th Street, block bounded by Rhode Island, 17th, Kansas, and 16th Streets
Assessor's Block and Lot: Block 3957, Lot 1
City and County: San Francisco

Project Description: The proposed project is new construction of a four-story office building at 350 Rhode Island Street. The building would have approximately 303,000 square feet of floor area, including approximately 3,000 sq. ft. of retail space. The project would also include two and a half levels of below-grade parking containing approximately 642 tandem/valet or 491 self-park spaces, with access from Rhode Island and 17th Streets. The rectangular 80,000 square-foot lot contains the former NORCAL transfer/recycling station and an adjoining vacant 12,000-square-foot two-story office building on the southwest corner of the site, both of which would be demolished as part of the project. The project site is within the M-2 (Heavy Industrial) District and in a 50-X Height and Bulk District. The project requires approval under *Planning Code* Section 321 (Office Development: Annual Limit) and Conditional Use authorization as a Planned Unit Development.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the State CEQA Guidelines, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the Planning Commission: July 30, 1999. An appeal requires: (1) a letter specifying the grounds for the appeal, and (2) a $209.00 filing fee.

Hillary Gitelman
Environmental Review Officer

350 RHODE ISLAND
INITIAL STUDY
98.714E

PROJECT DESCRIPTION

The proposed project would entail construction of an approximately 303,000 square-foot building at 350 Rhode Island Street, on the block bounded by Rhode Island, 17th, Kansas, and 16th Streets (Figure 1, page 3). The proposed office building would be 50 feet high and would have four stories of offices. It would be constructed in two sections, separated by an 11,000-square-foot open courtyard and linked by bridge connections over the courtyard (Figures 2, 3, 4, and 5, pages 4 to 7). The ground floor would have approximately 3,000 square feet of retail space fronting on 16th and Kansas Streets. There would be a total of approximately 300,000 square feet of office space. The project sponsor seeks to accommodate the multimedia industry and the building would preserve an industrial look that would emphasize large floor plates, high ceilings, and an industrial facade.

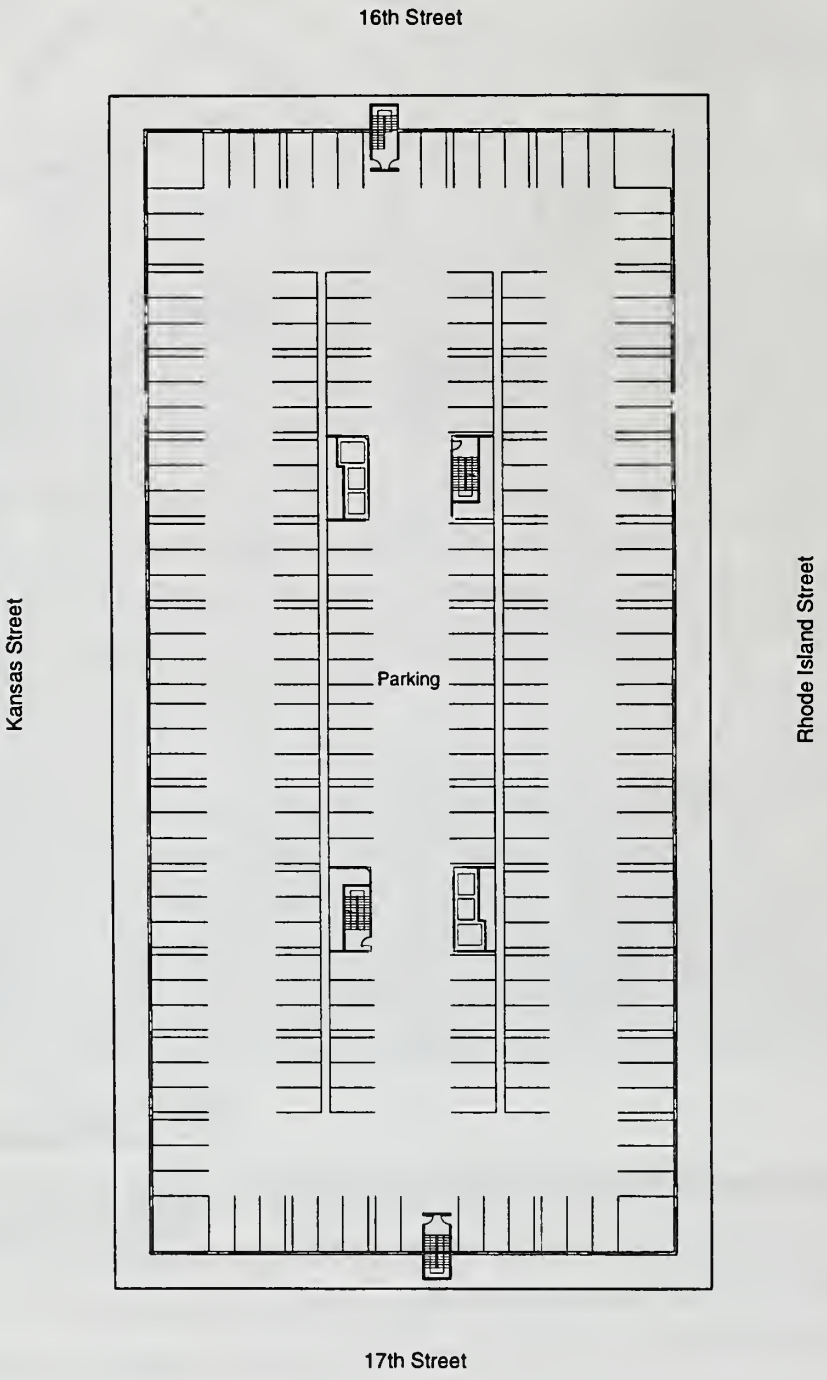
Two and a half below-grade parking levels would provide approximately 642 tandem/valet or 491 self-park spaces (about 150,000 sq.ft.). Access into and out of the garage would be provided via driveways and ramps on Kansas and Rhode Island Streets. The project would provide a publicly accessible courtyard between the north and south segments of the building, with access via both Kansas and Rhode Island Streets. The courtyard would provide the pedestrian access to the building, with entrances to both north and south building segments located off the courtyard. This public area would be landscaped with trees and arranged with outdoor seating.

The rectangular-shaped project site is 80,000 square feet in size and is situated on Assessor's Block 3957, Lot 1. The entire site is currently occupied by the former NORCAL transfer/recycling station and a vacant two-story 12,000-square-foot NORCAL office building, both of which would be demolished as part of the project. The 16th Street frontage is about 200 feet wide and the depth of the lot is about 397 feet.

Project construction would take approximately 15 months. The project construction cost is estimated at $30 million. The project sponsor is SKS Rhode Island, LLC, and the project architect is Pfau Architects.

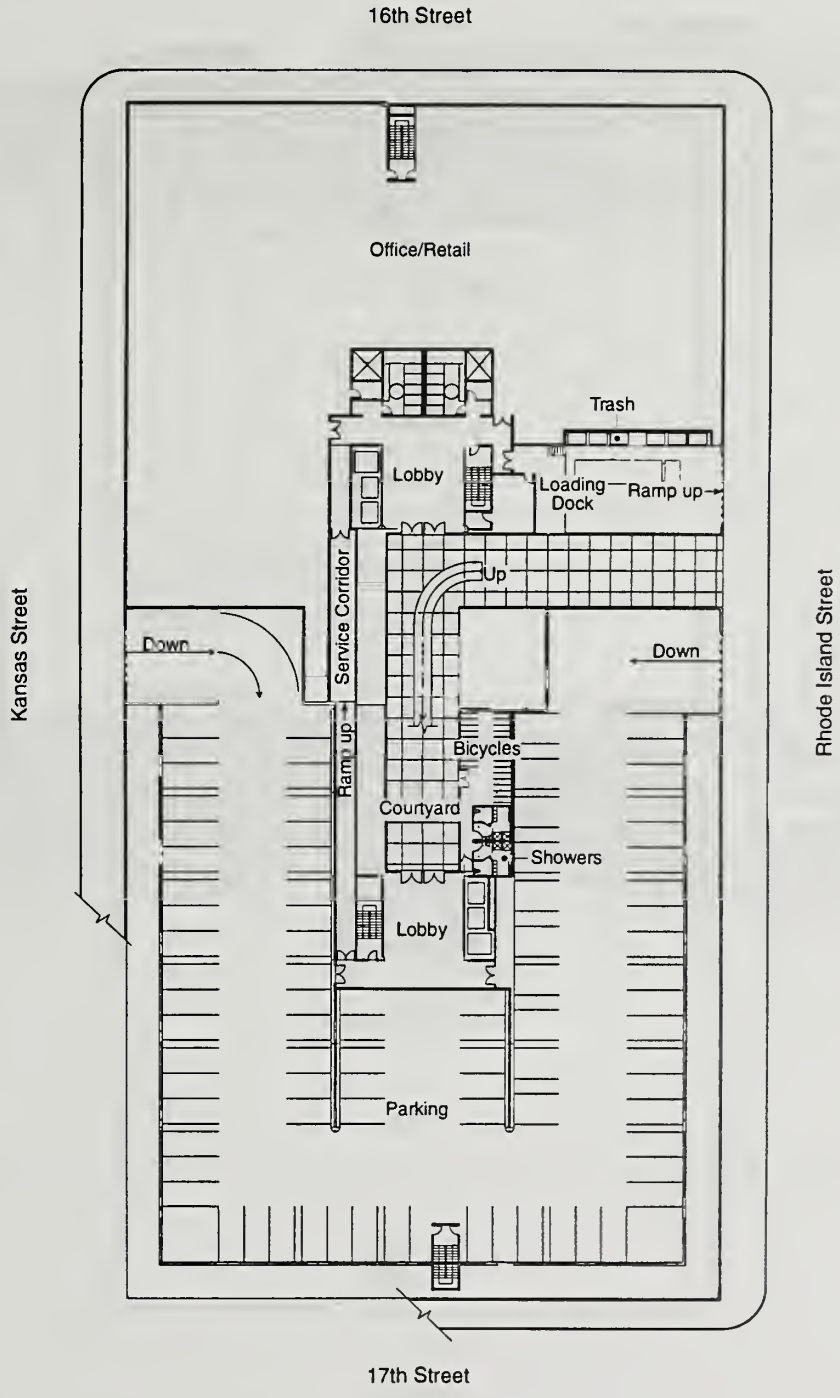
Source: During Associates

PROJECT LOCATION FIGURE 1



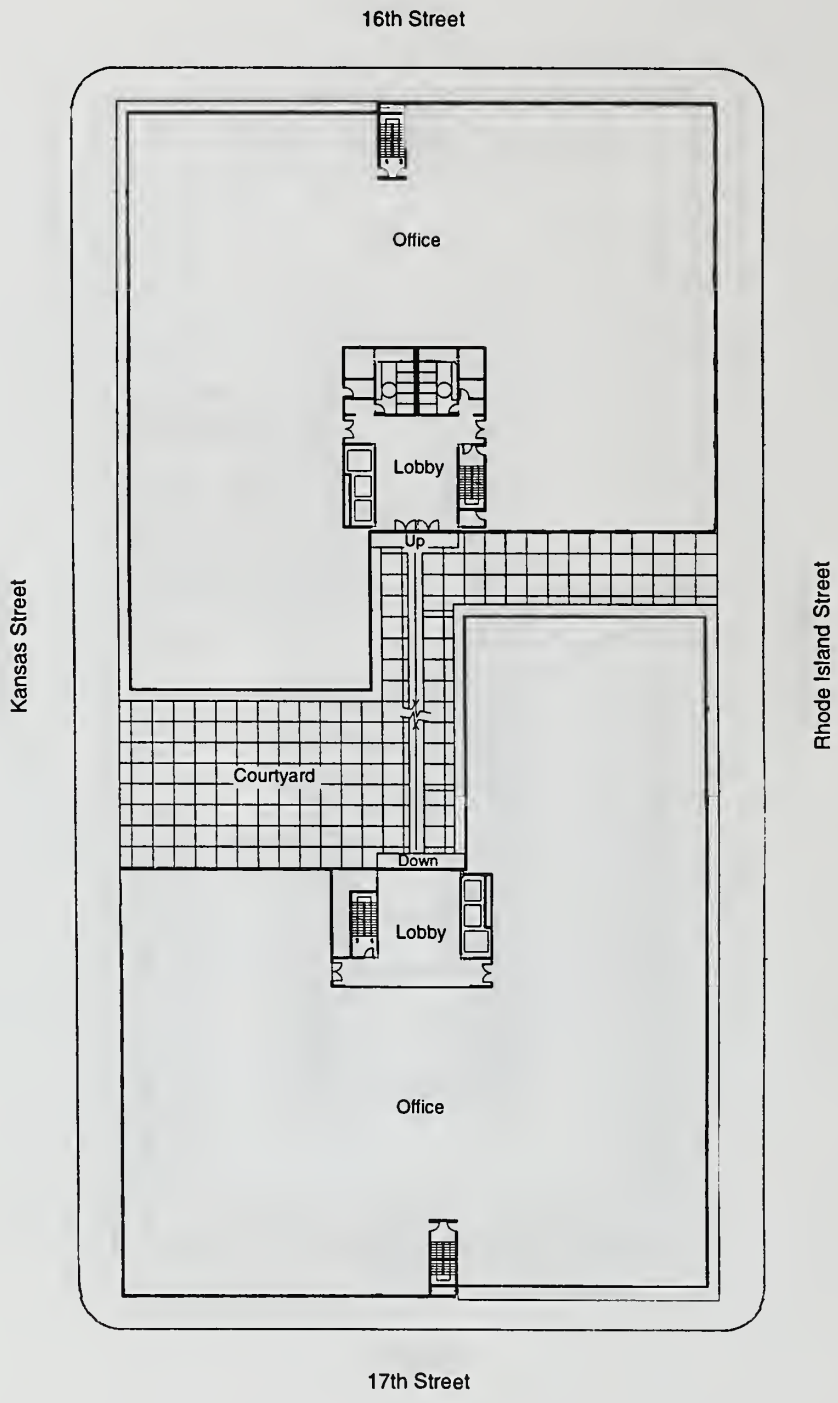
Source: Pfau Architecture

GARAGE FLOOR PLAN FIGURE 2



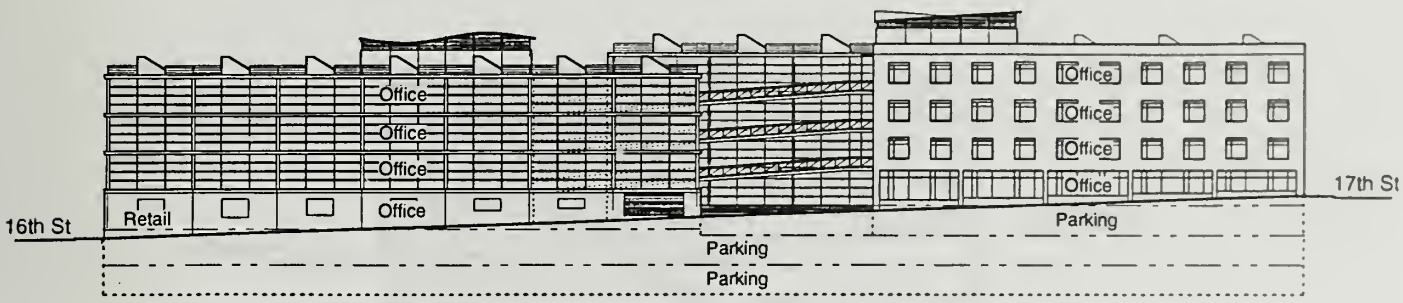
Source: Pfau Architecture

GROUND FLOOR PLAN FIGURE 3



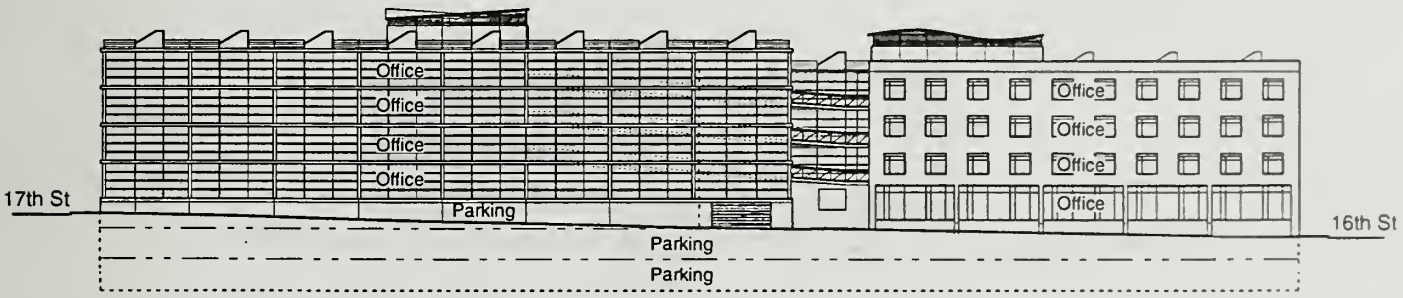
Source: Pfau Architecture

TYPICAL OFFICE FLOOR PLAN FIGURE 4



Kansas Street

West Elevation

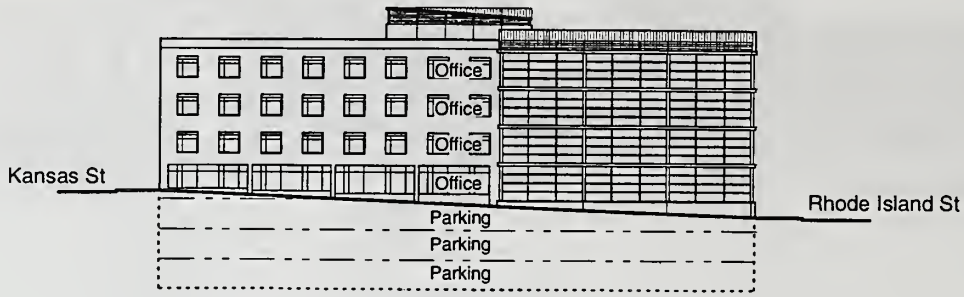


Rhode Island Street

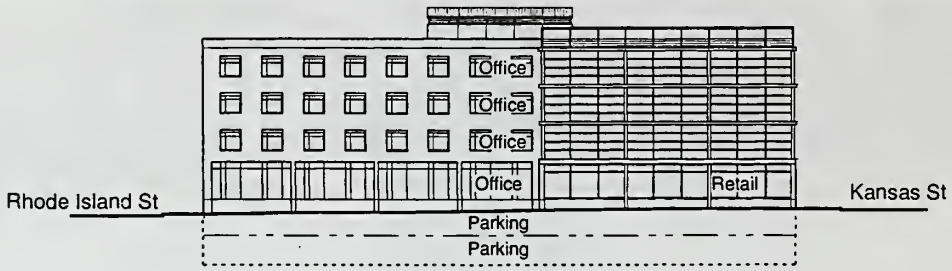
East Elevation

Source: Pfau Architecture

EAST AND WEST ELEVATIONS FIGURE 5



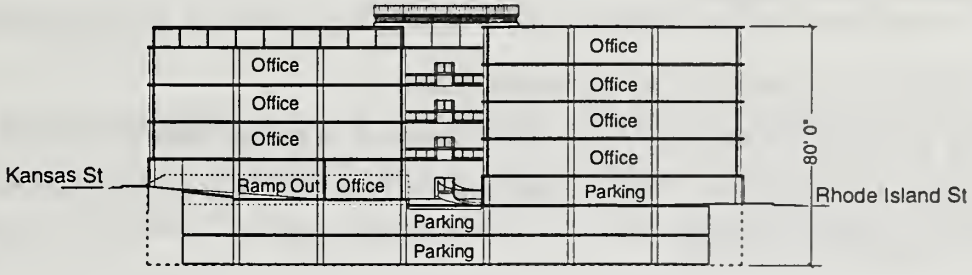
South Elevation



North Elevation

Source: Pfau Architecture

NORTH AND SOUTH ELEVATIONS FIGURE 6



Source: Pfau Architecture

BUILDING SECTION FIGURE 7

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The 350 Rhode Island Street Project is examined in this Initial Study to identify potential effects on the environment. Some potential effects have been determined to be potentially significant, and will be analyzed in an environmental impact report (EIR). These potential effects include effects related to urban design and transportation issues.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential effects were determined either to be insignificant or to be mitigated through measures included in the project. These items are discussed in Section III below, and require no further environmental analysis in the EIR:

Land Use: The proposed project would demolish a vacant warehouse building formerly used for solid waste recycling and a vacant office building and construct in their place a new four-story office building, which would be compatible with uses on Rhode Island Street and in the project vicinity. For informational purposes, land use will be discussed in the EIR.

Glare: The project would not use mirrored glass. Exterior lighting would be directed or shielded to prevent glare on adjacent properties and streets.

Population: The project site contains a vacant transfer/recycling station and a vacant office building, which would be demolished. There are no employees currently at the site. Following project completion, it is estimated that a total of approximately 1,080 people would be employed on the site, representing an increase of 1,080 people over current conditions. While noticeable to Lower Potrero Hill neighbors, this increase would not substantially increase the existing areawide population. The project would create a demand for about 112 housing units according to the Office of Affordable Housing Production Program formula, and would be subject to all applicable linkage fees for office development.

Noise: After completion, building operation including project-related activities and project-related traffic would not perceptibly increase noise levels in the vicinity. Some increase in noise and vibration could be expected during construction. The project would be required to comply with the San Francisco Noise

Ordinance during construction and regarding mechanical equipment operation noise after the project is occupied.

Air Quality and Wind: Construction activities could cause a temporary violation of ambient air quality standards in the site vicinity. A measure to mitigate potentially significant air quality impacts associated with excavation and construction activities is included as part of the project. The project would not substantially increase or alter existing winds, and would not cause winds to exceed the hazard criterion.

Shadow: Shadow from the proposed project would not reach any property protected by Section 295 of the *Planning Code*. The proposed project would, however, shade portions of Rhode Island, 16th, and Kansas Streets and sidewalks in the area. The new shading would not exceed levels commonly expected in urban areas.

Utilities/Public Service: The project would increase the demand for public utilities and services, but not in excess of amounts expected and provided for in the area.

Biology: The project site is entirely covered by impervious surfaces and is within an urban area which has been intensively developed since the late-nineteenth century. No rare or endangered plants or animals would be affected by the project.

Geology/Topography: A soils investigation was previously conducted on the project site. Detailed foundation and related structural design studies would be prepared by a California-licensed engineer prior to commencement of construction. The project sponsor and contractor would follow the recommendations of the final report regarding any excavation and construction of the project.

Water: The project site is entirely covered by impervious surfaces, and existing drainage conditions on the site would not be changed by the project.

Energy: The project would be constructed to comply with performance standards of Title 24 of the California Code of Regulations, regarding energy conservation.

Hazards: A variety of studies of the soil and groundwater conditions of the project site have been conducted, including Phase I and Phase II Environmental Site Assessments. The most recent

Environmental Site Assessment (ESA), which summarizes all of the previous studies and included additional soil and groundwater sampling and testing, concluded that soil and groundwater contamination remain at the site which may require remediation. It is anticipated that all contaminated soils would be removed during excavation of the site for the subsurface parking garage. The excavated soils should be disposed of at a permitted landfill. It will be necessary to dewater the site during excavation activities and possibly to treat the removed groundwater prior to discharge to the City sewer system. Abatement of lead-based paint and asbestos-containing floor tiles in the existing two-story office building will also be required prior to building demolition, and must be done in accordance with State and local regulatory requirements. The ESA recommended that the project sponsor meet as soon as possible with representatives from appropriate regulatory agencies, including the City's Department of Public Health, Bureau of Environmental Health Management - Hazardous Waste Unit, the Regional Water Quality Control Board, and the California Department of Toxic Substances Control to determine any additional administrative or technical steps that may be required prior to site development.

Cultural Resources: The project area was a center of heavy industrial activity from the end of the first decade of the 20th century. The topography was altered between the early 1870's and the mid- to late 1880's, when the area was graded and filled to bring ground elevations into conformance with established City standards. There is some possibility that subsurface prehistoric/protohistoric cultural resources of significance may exist within the confines of the project site. The project sponsor has agreed to mitigation measures regarding potential archaeological resources. Cultural resources will not be discussed further in the EIR.

III. ENVIRONMENTAL EVALUATION CHECKLIST

COMPATIBILITY WITH ZONING, PLANS AND POLICIES	N/A	Discussed
1. Discuss any variances, special authorizations, changes proposed to the City Planning Code or Zoning Map, if applicable.	☐	■
2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	☐	■

The *Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the

Code, or an exception is granted pursuant to provisions of the *Code*. The project would require Conditional Use authorization for tandem/valet parking from the City Planning Commission for a Planned Unit Development, including a public hearing, pursuant to Section 304 of the *City Planning Code*. The project will also have to file an application for project authorization under Section 321 of the *City Planning Code* for office development.

The Planning Commission would hold a public hearing to consider the project application, and would adopt a motion approving, approving with conditions, or disapproving the project. If the project were to be approved by the Planning Commission, the project sponsor must obtain building and related permits from the Department of Building Inspection.

The project site is located in an M-2 (Heavy Industrial) District in San Francisco and a 50-X Height and Bulk District. The M-2 District is the least restricted zoning district as to use. M-2 districts are located at the eastern edge of the City and are separated from residential and commercial areas. Professional offices, multi-media, retail businesses, and personal service establishments are among the uses permitted in the M-2 district. The proposed project would comply with the zoning regulations for the site and would not require a zoning change.

On May 13, 1999, the Planning Commission initiated interim zoning controls to protect and promote industrial land uses in some areas of the City. The general intent of the Interim Controls is to create two separate areas within currently zoned, industrial lands. One area would become a new Industrial Protection Zone (IPZ) where new residential uses would not be permitted. The remaining area would allow mixed uses, including housing. There are special controls for properties on the margins around the proposed IPZ.

The proposed project is within the proposed IPZ. The interim controls call for a discretionary review hearing before the Planning Commission when projects (submitted before April 22, 1999) in the IPZ include demolition of industrial structures.

Therefore, the Planning Commission will consider the project proposal under the provisions of the interim zoning controls as well as those of Sections 304 and 321 of the *Planning Code*.

Environmental plans and policies are those, like the Bay Area Air Quality Plan, which directly address physical environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy. The City's General Plan, which provides general policies and objectives to guide land use decisions, contains some policies which relate to physical environmental issues.

The Planning Commission must certify the EIR as a complete and accurate environmental document for the project prior to any approval actions being taken. Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA) or adopting any zoning ordinance or development agreement, the Planning Commission is required to find that the project complies with the requirements of Section 101.1 of the *Planning Code* (Proposition M), including consistency with the General Plan. As described above, the project would require approval under Section 304 of the *Planning Code*, Conditional Use authorization for a Planned Unit Development; project authorization under Section 321 for office development; and building permits from the Department of Building Inspection. Approvals necessary for the project and the relationship of the project to *Planning Code* requirements will be described in the EIR.

B. ENVIRONMENTAL EFFECTS

	Yes	No	Discussed
1. **Land Use** - Could the project:			
a. Disrupt or divide the physical arrangement of an established community?	☐	■	■
b. Have any substantial impact upon the existing character of the vicinity?	☐	■	■

The proposed project would construct a four-story office and retail building on a full-block parcel currently occupied by a vacant solid waste transfer/recycling station and a vacant office building. Because the project would be developed within the existing block and street configuration, it could not divide the physical arrangement of an established community.

The project site is on the south edge of a commercial/industrial neighborhood dominated by home furnishings and interiors businesses and interspersed with various industrial, retail and office uses. While a majority of buildings in the area are two stories in height, buildings of three to six stories are located throughout the area. The area to the north of the project site is generally known as Showplace Square, and is dominated by showrooms for furniture, fabrics, rugs, lighting, accessories, and a variety of other home furnishings and design materials. The block immediately north of the project site is divided diagonally and occupied by two buildings, with public and private surface parking located in lots separating the buildings. The southwest portion of the block is occupied by Showplace Square South, a three-story brick building housing approximately 20 retail and service company tenants. The opposite (northeast) corner of the block has a five-story brick building housing showrooms for antiques and home accessories. The neighboring blocks to the north, east, and west of Showplace Square South are also occupied by large buildings or building complexes housing multiple home furnishings tenants. The Design Pavilion, Beacon Hill Showrooms, Vermont Center, San Francisco Design Center, and Showplace Square East are all located in these blocks. In addition, a juice bar and a World Gym are located in the block to the northeast of the project site, and a San Francisco Fire Department station house is at the corner of 16th and Vermont Streets, one block west of the site. An elevated section of the U.S. 101 freeway passes immediately west of and parallel to Vermont Street. A UPS truck storage yard and construction equipment storage are located under the freeway between 16th and Alameda Streets.

The land uses in the blocks immediately to the east, south, and west of the project site are more mixed than in the blocks to the north of the site. The block to the east contains a plumbing repair company, auto repair shop, and a three-story cement block building with nine office tenants, a furniture store, and a dance school studio. The block also has a three-story live-work building, a large vacant lot, and a long one-story metal building housing two restaurants, a bakery/cafe, art gallery, night club, and an office. The block to the south of the project site is entirely taken up by a large warehouse building occupied by a Ford dealership and repair facility. Most of the block to the east of the Ford dealership contains a two-story glass and cement office building, with approximately 25 mixed office tenants and a large retail furniture store. A large fenced garden is located behind the building. A teddy bear factory is also located in this block.

The block immediately west of the project site has one- and two-story buildings containing furniture and home furnishings stores. In addition, studios for a design company, an auto body shop, and the J. David Gladstone Institutes (disease research) are located in this block. South of this block are a few furniture stores, a Chinese restaurant, the Middendorf Breath Institute, the Breath Center of San Francisco, and what

appears to be a private restaurant. Single-family residences line the east side of this block, along Kansas Street, and a mixture of single-family homes and duplexes line most of the west side of the block, along Vermont Street. Four single-family residences are located on the west side of this stretch of Vermont Street, beyond which U.S. 101 curves to the southwest. A State Department of Transportation materials lab is located under the freeway north of 17th Street. The blocks south of Mariposa Street are primarily residential, with two- and three-story single-family homes. A rental hall is situated on the southwest corner of Vermont and Mariposa Streets. An Episcopal church is located on the southwest corner of De Haro and Mariposa Streets, and the southeast corner of this intersection is occupied by the Anchor Brewing Company.

The Planning Department has prepared a land use study that describes competing demands for industrial-zoned lands and has determined that existing employment related to production/distribution/repair (PDR) is at risk and future growth in these areas may be curtailed unless some industrial land is retained.[1] As a result, the Planning Commission has proposed the creation of an Industrial Protection Zone (IPZ) to prohibit residential development and require a public hearing for any proposed demolition of industrial buildings in the designated area. The existing industrial building at 350 Rhode Island is vacant and was primarily used as a solid waste (essentially receiving, sorting and bundling) transfer station, a heavy industrial use. Therefore, no direct displacement of PDR jobs would occur, though office development at this site could preclude future PDR, except to the extent that future "multimedia" tenants engage in PDR activities.

The proposed project would add to existing office land use surrounding the site. Though the largest land use (by floor area) is showroom or design, the development of an additional office building in the area would not be a significant effect because it would be in an area that is intensively developed with a mix of commercial and industrial uses. In addition the area already includes a number of buildings that house office and multimedia\information technology uses.[2] The project, however, would represent the largest concentration of office space in the immediate area. A second large office building is proposed immediately south of the site at 450 Rhode Island. The area is already well developed with support services and amenities for the office sector and would not require or generate substantial additional demand for new services or amenities. The proposed office use would be similar in character to, although larger than, other office buildings located in the M-2 District, and would be generally compatible with the prevailing urbanized character of the area. For informational purposes land use will be addressed in the EIR.

NOTES - Land Use

[1] San Francisco Planning Department, "Zoning Options For Industrial Land: Industrial Protection Zones and Mixed-Use Areas," April 8, 1999. A copy of this land use study is available for public review in Project File No. 98.714E at the Planning Department, 1660 Mission Street, fifth floor, San Francisco.

[2] A recent study by The CAC Group, a real estate brokerage firm, for the project sponsor on major office/tenants/owners in the South of Market (SOMA) area bordering Potrero Avenue (west) to 17th Street (south) to 7th Street (east) to Brannan Street (north) indicated approximately 900,000 sq.ft. of informational/technology uses and about 340,000 sq.ft. of office uses in excess of 5,000 per user. A copy of the summary of this study is available for public review in Project File No. 98.714E at the Planning Department, 1660 Mission Street, fifth floor, San Francisco.

	Yes	No	Discussed
2. **Visual Quality** - Could the project:			
a. Have a substantial, demonstrable negative aesthetic effect?	☐	■	■
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	☐	■	■
c. Generate obtrusive light or glare substantially impacting other properties?	☐	■	■

Aesthetics and urban design are subjective fields, and individuals may hold differing opinions about the aesthetic design of any proposed project. The current proposal is no exception, and although the project design is intended to complement neighboring buildings in terms of organization, scale, and materials, others may feel differently upon studying the design proposal. Due to these potential differences of opinion, significant adverse effects related to design are limited to those which could have "substantial" and "demonstrable" negative aesthetic effects.

Although visual quality is subjective, given the project sponsor's intention to use exterior materials similar to buildings in the area and the fact the project would be in a densely developed area within a group of buildings of comparable height, the project would not result in a substantial or demonstrable negative aesthetic effect, nor would it substantially degrade the existing visual character of the site and its surroundings. Design considerations are left to the decision makers who must decide whether to approve or disapprove the proposed project, for reasons other than significant environmental effects. During the Conditional Use review processes, more details about the final design proposal are typically available to the

public and to decision makers than during environmental review. Aesthetic and design features of the project will be more fully considered and commented on at that time.

Scenic views currently available to the public in the vicinity of the project site are available from higher elevations on Potrero Hill (the project site is at the base of the hill). From Mariposa and Kansas Streets, one block to the south, there are views of the downtown skyline, the Bay Bridge, Yerba Buena, and the East Bay hills. Private buildings in the area may have views of the hill, neighborhood or beyond. Views from public streets or private properties may be altered by the proposed construction, but they are not expected to change considerably given that the neighborhood is densely developed and the existing NORCAL building covers the entire site and reaches a height of 34 to 40 feet. For the reasons cited above, no significant visual impacts would occur. Nonetheless, due to the size of the site and therefore the visibility of the proposed demolition and new construction, the EIR will include visual simulations and a more detailed discussion of these issues.

The project would comply with Planning Commission Resolution No. 9212 which prohibits the use of mirrored or reflective glass. The project sponsor has agreed to not use mirrored glass, to not include exterior lighting in excess of amounts common and accepted in urban areas, and would direct exterior lighting to minimize glare on neighboring buildings or streets. The project would not, therefore, generate obtrusive light or glare substantially impacting other properties; hence, glare will not be discussed in the EIR.

	Yes	No	Discussed
3. **Population** - Could the project:			
a. Induce substantial growth or concentration of population?	☐	■	■
b. Displace a large number of people (involving either housing or employment)?	☐	■	■
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	☐	■	■

The addition of approximately 300,000 sq.ft. of office space and about 3,000 sq.ft. of retail spaces would increase the daily population on the project site by approximately 935 people.[1] The NORCAL operation has moved and the project site is presently vacant, and no employees would be displaced by the project. In comparison to the existing employee and residential densities in the area immediately surrounding the

project site, there would be a noticeable increase in the weekday population. This increase, however, would represent a small portion of the area-wide population, which includes a variety of wholesale and retail employees as well as 600,000 square feet of multimedia\informational technology offices three blocks to the north, and therefore attracts a lot of activity.

The project would generate a demand for about 116 housing units in San Francisco according to the Office Affordable House Production Program (OAHPP) formula (net addition of gross square feet office space [300,000] x .000386 = 116 housing units, per Section 313.5 of the *Planning Code*). The project would comply with the Office Affordable Housing Production Program, Section 313 of the *Planning Code*, requiring the provision of 116 units or payment of an in-lieu fee. The project would not create a substantial demand for additional housing in San Francisco, nor would the project reduce the housing supply by an appreciable amount. No housing would be displaced by the project. Population and housing will not be analyzed further in the EIR.

NOTES - Population

1 The estimate is based on one office employee per 310 sq.ft. of occupied office space (about 290,000 sq.ft.), and one retail employee per 350 sq.ft. of retail space (about 3,000 sq.ft.), plus maintenance, cleaning and parking personnel.

	Yes	No	Discussed
4. **Transportation/Circulation** - Could the project:			
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?			To be Determined
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?			To be Determined
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?			To be Determined
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?			To be Determined

Approximately 642 tandem/valet or 491 self-park parking spaces would be provided in the proposed project. The project would cause an increase in area traffic, transit, and parking demand. The EIR will discuss

potential effects of the project related to traffic and circulation, transit, and parking. Potential traffic impacts during construction will also be discussed in the EIR.

	Yes	No	Discussed
5. **Noise** - Could the project:			
a. Increase substantially the ambient noise levels for adjoining areas?	☐	■	■
b. Violate Title 24 Noise Insulation Standards, if applicable?	☐	■	■
c. Be substantially impacted by existing noise levels?	☐	■	☐

The proposed construction could generate noise and possibly vibration that may be considered an annoyance by occupants of nearby properties. However, due to the temporary and intermittent nature of construction noise, and the relatively high traffic noise levels already existing in the immediate area, it would not be significant. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The Noise Ordinance requires that construction work be conducted in the following manner: 1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (DBA; a unit of measure for sound - "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound) at a distance of 100 feet from the source (the equipment generating the noise); 2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works to best accomplish maximum noise reduction; and 3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 DBA, the work must not be conducted between 8:00 PM and 7:00 AM, unless the Director of the Department of Public Works authorizes a special permit for conducting the work during that period. Because project construction noise would be temporary and intermittent and thus would not be considered significant, construction noise requires no further analysis and will not be addressed in the EIR.

The noise generated by occupancy of the proposed office building would be limited to vehicles arriving at and departing from the internal parking structure and loading zones, and would not be considered a significant impact of the proposed project. Such noise would be virtually unnoticed within the urban context of the project area. Based on published scientific acoustic studies, to produce an increase in ambient noise levels noticeable to most people in the project area, the traffic volumes in the area would need to double, which would not occur with implementation of the proposed project. Hence, operational noise requires no further analysis and will not be discussed in the EIR.

	Yes	No	Discussed
6. **Air Quality/Climate** - Could the project:			
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	☐	■	■
b. Expose sensitive receptors to substantial pollutant concentrations?	☐	■	■
c. Permeate its vicinity with objectionable odors?	☐	■	☐
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	☐	■	■

The Bay Area Air Quality Management District (BAAQMD) operates a regional monitoring network which measures the ambient concentrations of six air pollutants (the "criteria pollutants"): ozone(0_3), carbon monoxide (CO), fine particulate matter (PM_{10}), lead (Pb), nitrogen dioxide (NO_2) and sulfur dioxide (SO_2).

The federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as "non-attainment areas." Because of the differences between the national and state standards, the designation of nonattainment areas is different under the federal and state legislation. On the basis of the monitoring data, the Bay Area, had been designated a "non-attainment" area with respect to the Federal O_3 and CO standards. In 1995, the Bay Area was redesignated by the U.S. Environmental Protection Agency as a "maintenance area" for ozone, and in 1997, the Bay Area was redesignated to "maintenance area" for CO. However, in June of 1998, the U.S. Environmental Protection Agency, based on data from 1995-1997, reclassified the Bay Area again as non-attainment area for ozone, essentially reversing the 1995 action. The air basin is an attainment area or is unclassified for all other national ambient air quality standards. In addition, San Francisco has experienced violations of the state PM_{10} standards.

A four-year (1994 to 1997) summary of data collected at the BAAQMD monitoring station at 10 Arkansas Street (about four blocks east of the project site) indicated that there were no violations of either the one-hour or eight-hour CO standards, or the standards for ozone, nitrogen dioxide, sulfur dioxide or lead. The state PM_{10} standard was exceeded on 0 to 6 days each year during the four year period of 1994-1997.

Comparison of these data with those from other BAAQMD monitoring sites indicates that San Francisco's air quality is among the least degraded of all urbanized portions of the Bay Area. Three of the prevailing winds, west, northwest, and west-northwest, which blow off the Pacific Ocean, reduce the potential for San Francisco to receive air pollutants from elsewhere in the region, and these winds also disperse air pollutants arising in San Francisco to other parts of the Bay Area.

Data from air quality monitoring in San Francisco show that there have been violations of the state (but not federal) fine particulate standards. Prior to 1989, occasional violations of the state and federal 8-hour standard for carbon monoxide were also recorded annually. CO is a non-reactive air pollutant, the major source of which is motor vehicles. CO concentrations are generally highest during periods of peak traffic congestion. Particulate levels are relatively low near the coast and increase with distance from the coast, peaking in dry, sheltered valleys. The primary sources of particulates in San Francisco are construction and demolition, combustion of fuels for heating, and vehicle travel over paved roads.[1]

San Francisco, like all other sub-regions in the Bay Area, contributes to regional air quality problems, primarily O_3, in other parts of the Bay Area. Ozone is not emitted directly from air pollutant sources, but is produced in the atmosphere over time and distance through a complex series of photochemical reactions involving hydrocarbons (HC) and nitrogen oxides (NO_x), which are carried downwind as the photochemical reactions occur. Ozone standards are violated most often in the Santa Clara, Livermore and Diablo Valleys, because local topography and meteorological conditions favor the build-up of ozone precursors there.

In 1995, emissions from motor vehicles were the source of 70 percent of the CO, 41 percent of the Hcs, 72 percent of the PM_{10}, 89 percent of the sulfur oxides and 53 percent of the NO_x emitted in San Francisco.[2]

Under the California Clean Air Act, the entire San Francisco Bay Air Basin is a nonattainment area for ozone and PM_{10}. The air basin is either attainment or unclassified for other pollutants.

The Bay Area has both a federal and state air quality plan. Both plans propose the imposition of controls on stationary sources (factories, power plants, industrial sources, etc.) and Transportation Control Measures designed to reduce emissions from automobiles.

Air quality impacts from a project, such as the subject office building project, result from project construction and operation. Construction emissions, primarily dust generated by earthmoving activities and criteria air

pollutants emitted by construction vehicles, would have a short-term effect on air quality. Operational emissions, generated by project-related traffic and by combustion of natural gas for building space and water heating, would continue to affect air quality throughout the lifetime of the project.

The analysis in this section provides information that could be used to assess the project in relation to thresholds of significance recommended by the Bay Area Air Quality Management District's *BAAQMD CEQA Guidelines*. For regional air quality, a significant impact is defined as an increase in emissions of an ozone precursor or PM_{10} exceeding the Bay Area Air Quality Management District's recommended thresholds of significance. The District considers an increase of 80 pounds per day for ozone precursors or PM_{10} to represent a significant adverse impact.[3]

The District also has a threshold of 550 pounds per day for carbon monoxide. Exceeding this threshold is not in itself considered a significant impact, but would trigger the need for localized carbon monoxide modeling.

Construction Emissions

Construction activities such as demolition, excavation and grading operations, construction vehicle traffic and wind blowing over exposed earth would generate exhaust emissions and fugitive particulate matter emissions that would temporarily affect local air quality. Construction activities would not involve burning of any materials and would not create objectionable odors. Grading and other construction activities would temporarily affect local air quality for a period of months, causing a temporary increase in particulate dust and other pollutants. Dust emission during excavation would increase particulate concentrations near the site. Under high winds, exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed largely of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronic or communications equipment. With the imposition of reascnable control techniques included as Mitigation Measure 1, page 42, these temporary impacts would not be considered significant.

Operations Emissions

Project operation would affect local air quality by increasing the number of vehicles on project-impacted roads and at the project site, and by introducing stationary emissions to the project site. Transportation sources would account for over 90 percent of operational project-related emissions. Stationary source emissions, generated by combustion of natural gas for building space and water heating, would be less-

than-significant.

Local Impacts

On the local scale, the project would change traffic on the local street network, changing carbon monoxide levels along roadways used by project traffic. Carbon monoxide is an odorless, colorless poisonous gas whose primary source in the Bay Area is automobiles. Concentrations of this gas are highest near intersections of major roads.

The Bay Area Air Quality Management District has identified three criteria that would require the estimation of local carbon monoxide concentrations:

- Project vehicle emissions would exceed 550 pounds per day
- Project traffic would impact intersections or roadway links operating at Level of Service (LOS) D, E or F or would cause LOS to decline to D, E or F
- Project traffic would increase traffic volumes on nearby roadways by 10 percent or more.

The URBEMIS-7G computer program was applied to project daily trip generation under winter conditions to estimate total project-related carbon monoxide emissions. The resulting emission of 642 pounds/day of carbon monoxide from project-generated vehicles exceeds the BAAQMD threshold of significance of 550 pounds/day. Project traffic would, as well, contribute to the traffic delays at two intersections currently operating at LOS D, E or F and cause the LOS to go from C to D at one intersection. Therefore, carbon monoxide concentrations at these three intersections were estimated using a CALINE-4 screening procedure.

Table 1, on the following page shows predicted 1-hour and 8-hour averaged carbon monoxide concentrations at the three intersections that meet the BAAQMD criteria for modeling. Project traffic would increase concentrations by no more than 0.1 Parts Per Million (PPM) for either intersection. Concentrations are below the applicable state/federal standards, so project impacts on local carbon monoxide concentrations would be less-than-significant.

Regional Impacts

Project traffic would also have an effect on air quality outside the project vicinity. Trips to and from the project would result in air pollutant emissions over the entire Bay Area. To evaluate emissions associated with the project, the URBEMIS-7G computer program was employed. The daily increases in regional emissions from auto travel are shown in Table 2 on the following page, for reactive hydrocarbons and oxides of nitrogen (two precursors of ozone), carbon monoxide and PM_{10} (particulate matter, 10 micron).

Guidelines for the evaluation of project impacts issued by the Bay Area Air Quality Management District consider emission increases to be significant if the project emissions exceed 80 lbs per day for regional pollutants (HC, NO_x, PM_{10}). Project emissions shown in Table 2 are below these criteria for these pollutants, so the proposed project would have a less-than-significant impact on regional air quality.

Table 1
EXISTING AND PROJECTED CURBSIDE CARBON MONOXIDE CONCENTRATIONS AT SELECTED INTERSECTIONS*

Intersection	Without Project (2000) 1-Hour	Without Project (2000) 8-Hour	With Project (2000) 1-Hour	With Project (2000) 8-Hour
Potrero Ave./16th Street	10.3	7.0	10.4	7.1
16th Street/Kansas Street	8.5	5.7	8.6	5.8
16th Street/Vermont Street	7.9	5.3	8.0	5.4
Most Stringent Standard	20.0	9.0	20.0	9.0

* Calculations were made using a screening procedure contained in the *BAAQMD CEQA Guidelines*. Background concentrations of 6.6 PPM (1-hour) and 4.4 PPM (8-hour) were calculated using 1992 isopleths of carbon monoxide concentration and rollback factors developed by the Bay Area Air Quality Management District. The one-hour State standard is 20 PPM, the one-hour federal standard is 35 PPM, and the eight-hour State and federal standards are 9 PPM. Emission factors were derived from the California Air Resources Board EMFAC7F computer model (Version 1.1).

Source: Don Ballanti, Certified Consulting Meteorologist

Table 2
PROJECT REGIONAL EMISSIONS IN POUNDS PER DAY*

	Reactive Hydrocarbons	Nitrogen Oxides	PM_{10}
Project Daily Emission	51.8	79.4	26.7
BAAQMD Threshold	80.0	80.0	80.0

* Estimates of regional emissions generated by project traffic were made using a program called URBEMIS-7G. Inputs to the URBEMIS-7G program include trip generation rates, vehicle mix, average trip length by trip type and average speed. Trip generation rates for project land uses were provided by the project transportation consultant. Average trip lengths and vehicle mixes for the Bay Area were used. Average speed for all types of trips was assumed to be 25 MPH. The analysis assumed a year 2000 vehicle mix. The URBEMIS-7G runs assumed summertime conditions for ROG, NOX and PM_{10}.

** Although the project emission would exceed the threshold, the CALINE-4 screening procedure for the critical intersections near the project indicated that the carbon monoxide concentrations would be below the applicable state/federal standards. As shown in Table 1, the project would increase the 8-hour level by about 0.1, which would be considered a negligible amount.

Source: Don Ballanti, Certified Consulting Meteorologist.

Shadow - The proposed 350 Rhode Island Street building would replace an existing 35-foot tall building with a 50-foot tall building, which would incrementally increase the amount of shadow on area streets and sidewalks at certain times of the day and year. Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984 in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year around). Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the Planning Commission finds the impact to be insignificant. To determine whether this project would conform with Section 295, a shadow fan analysis was prepared by the Planning Department, which concluded that project-generated shadow would not reach any Proposition K protected properties (a copy of this report is available for review in Project File No. 98.714E at the Planning Department, 1660 Mission Street, San Francisco). The project, however, would at times shade portions of Rhode Island, 16th, and Kansas Streets, as well as the sidewalks adjacent to the project building along these streets. The new shadows created by the project would not exceed levels commonly expected in urban areas. Hence, the EIR will not discuss potential shadowing impacts of the project on sidewalks, publicly accessible open space on private property, and parks.

Wind - Wind conditions partly determine pedestrian comfort on sidewalks and in other public areas. In downtown areas, tall buildings can redirect wind flows around and down to street level, resulting in increased wind speed and turbulence at street level. The proposed project building would not cause wind levels to exceed the *Planning Code*-established comfort criteria.[4] Therefore, this topic will not be discussed in the EIR.

Notes - Air Quality

[1] Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, April 1996.

[2] Ibid.

[3] Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, April 1996.

[4] Don Ballanti, Certified Consulting Meteorologist, letter to During Associates May 12, 1999. This letter is available for review in Project File No. 98.714E at the Planning Department, 1660 Mission Street, San Francisco.

	Yes	No	Discussed
7. Utilities/Public Services - Could the project:			
a. Breach published national, state or local standards relating to solid waste or litter control?	☐	■	☐
b. Extend a sewer trunk line with capacity to serve new development?	☐	■	☐
c. Substantially increase demand for schools, recreation or other public facilities?	☐	■	☐
d. Require major expansion of power, water, or communications facilities?	☐	■	■

The proposed project would increase demand for and use of public services and utilities on the site and increase water and energy consumption, but not in excess of amounts expected and provided for in this area. Hence, the proposed project's potential effect on utilities and other public services requires no further analysis and will not be discussed in the EIR.

	Yes	No	Discussed
8. Biology - Could the project:			
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	☐	■	■
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	☐	■	☐
c. Require removal of substantial numbers of mature, scenic trees?	☐	■	☐

The project site is covered with impervious surfaces and is located within an urban area which has been developed since the late nineteenth century. No plant or animal could be affected by the project; therefore, no further analysis is required and this topic will not be included in the EIR.

	Yes	No	Discussed
9. Geology/Topography - Could the project:			
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	☐	■	■
b. Change substantially the topography or any unique geologic or physical features of the site?	☐	■	☐

The elevation of the project site ranges from approximately 17 feet above Mean Sea Level (MSL) at the northeast corner to about 35 feet MSL at the southwest corner. The elevation of the existing building slab is approximately 18 to 20 feet MSL. This floor is 5 to 13 feet below the adjacent sidewalk grade along the 17th Street side of the building. The *San Francisco General Plan Community Safety Element* contains maps that show areas in the City subject to geologic hazards. The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (See Maps 2 and 3 in the Community Safety Element).

Based on previous geotechnical and environmental reports on the project site and recent environmental borings, the site is underlain by 2 to 8 feet of fill, at varying depths across the site.[1] Fill materials in the area typically include sand, silt, clay, and rock waste from excavations, but may also contain brick, wood, concrete, and other manmade debris. Underlying the fill are natural soil deposits consisting of either stiff clays, containing varying amounts of silt, sand, and gravel, or dense, poorly graded "clean" sands. These materials have relatively high strengths and low compressibilities. Below the fill is bedrock of the Franciscan Formation, consisting of highly sheared serpentine, variably sheared sandstone, and other Franciscan Formation rocks. Sandstone/siltstone bedrock underlies the north end of the site, and varies in strength from weak and friable to moderately strong. Depth to bedrock is variable across the site, and ranges from approximately 2-1/2 feet in the center of the site adjacent to Kansas Street to 40 feet in the northwest quarter of the site, near 16th and Rhode Island Streets. The depth to groundwater ranges from 4 to 17 feet below the site surface.[2]

Construction of two and a half below-grade parking levels for the proposed project would require excavation of most of the site up to a depth of about 20 feet or more. Approximately 39,000 cubic yards of soil would be removed. Given the depth to groundwater, it is anticipated that temporary dewatering would be required during construction. It is recommended that the proposed building be supported on a single concrete mat foundation system in the garage area and drilled pier foundations outside of the garage footprint. The geotechnical evaluation recommends shoring of the basement excavation with either soldier piles (piles driven horizontally), timber beams or shotcrete (sprayed cement), or with a cast-in-place permanent wall extending into bedrock.

Because there are no loose, clean, poorly graded, fine-grained sands, the soil most susceptible to liquefaction, there is very little potential for liquefaction at the site. In addition, the site is located outside the areas of liquefaction potential delineated in a 1992 City-commissioned study of areas susceptible to

liquefaction.[3] Furthermore, all of the existing soil cover would be removed during excavation and the basement slab would be properly engineered, further reducing the probability that the project site would be affected by soil liquefaction, settlement, lateral movement, or landsliding.

To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when the Department of Building Inspection (DBI) reviews the building plans for the proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking. Therefore, potential damage to structures from geologic hazards on the project site would be mitigated through DBI review of the building permit applications pursuant to its implementation of the Building Code, and no further analysis of geology and seismicity is required in the EIR.

NOTES - Geology/Topography

[4]Subsurface Consultants, Inc., *Geotechnical Evaluation: Subsurface and Foundation Conditions, West Coast Recycling company Facility, 16th, Kansas, 17th, and Rhode Island Streets, San Francisco, California*, May 26, 1998.

[5]Subsurface Consultants, Inc., *Environmental Site Assessment: West Coast Recycling Company Facility, 350 Rhode Island Street and 1950 17th Street, San Francisco, California*, May 29, 1998. This report is available for public review in Project File No. 97.714E at the Planning Department, 1660 Mission Street, fifth floor, San Francisco.

[6]Harding Lawson Associates, et. al., *Final Report, Liquefaction Study, North Beach, Embarcadero Waterfront, South Beach, and Upper Mission Creek Area, San Francisco, California*, January 1992.

	Yes	No	Discussed
10. **Water** - Could the project:			
a. Substantially degrade water quality, or contaminate a public water supply?	☐	■	■
b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	☐	■	■
c. Cause substantial flooding, erosion or siltation?	☐	■	☐

As noted above, the depth to groundwater is presumed to be approximately 4 to 17 feet below the site surface and may be less during years of exceptionally high precipitation. Site dewatering is expected to

be required during excavation, however, the geotechnical evaluation report indicated that a single floor slab/mat foundation would simplify dewatering details by eliminating penetrations by columns and or footings through the floor slab.[1] Any groundwater discharged during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Public Utilities Commission must be notified of projects necessitating dewatering, and may require groundwater analysis before discharge. If dewatering were necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based on this discussion, the soils report would determine whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey were recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Instruments would be used to monitor potential settlement and subsidence. If, in the judgement of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be born by the project sponsor.

If dewatering were necessary, the project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding dewatering to avoid settlement of adjacent streets, utilities, and buildings that could potentially occur as a result of dewatering.

The project site is currently covered by impervious surfaces. Site drainage would be redesigned to take into account the below-grade structure, but site runoff would continue to drain to the City's combined storm and sanitary sewer. The foundation and portions of the building below grade would be water tight to avoid the need to permanently pump and discharge water. Natural groundwater flow would continue under and around the site. The project, therefore, would not substantially alter existing groundwater quality or flow conditions.

NOTES - Water

[1] Subsurface Consultants, Inc., *Geotechnical Evaluation, opt.cit*, page 5.

	Yes	No	Discussed
11. **Energy/Natural Resources** - Could the project:			
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	■	■
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	☐	■	☐

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Code of Regulations. Documentation showing compliance with these standards is submitted with the application for the building permit. Title 24 is enforced by the Department of Building Inspection; and thus, no further analysis of energy is required in the EIR.

Since there would be no substantial effect on energy from the project, energy impacts will not be analyzed in the EIR.

	Yes	No	Discussed
12. **Hazards** - Could the project:			
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	☐	■	■
b. Interfere with emergency response plans or emergency evacuation plans?	☐	■	■
c. Create a potentially substantial fire hazard?	☐	■	■

hazards

A Phase I and Phase II Environmental Site Assessment (ESA) was prepared for the project site by Subsurface Consultants, Inc. (SCI) in May 1998 (a copy of this report is available for review in Project File No. 98.714E at the Planning Department, 1660 Mission Street, San Francisco). The ESA summarized and updated numerous ESAs and other environmental investigations completed on the project site between 1988 and 1997. The ESA described the land use history of the project site and area that may have involved handling, storage, or disposal of hazardous substances that could have affected the quality of soils or groundwater, and evaluated the potential presence of chemically-affected soil on the project site.

The project site was still undeveloped in 1890 and by 1900 remained primarily vacant, though two small sheds were located on the northwestern corner of the site. The existing wood and metal warehouse building was constructed in 1911 and initially housed the Dyer Brothers Iron Works, which remained until 1935. Between 1935 and 1972, the site was occupied by Fraser and Johnson Gas Furnace and Metal Products. The West Coast Recycling Company took over the building in 1972 and remained in operation until December, 1999, when it relocated. The recycling operation sorted and transferred solid waste. Paper was bundled and shipped off site as well as metal cans, glass and plastic containers. Properties surrounding the project site were developed in the early 1900s and included a lumber mill, fuel oil company, soap factory, and glycerin manufacturer. By the 1930s, neighboring uses included a wool manufacturer, pipe-fitting warehouse, machine shop, brewery, and a wholesale meat business. Some of these neighboring uses, as well as current uses in the area, may have contributed to documented hazardous materials releases in the vicinity.

The ESA identified 189 properties within a 1-mile radius of the site that appear in one or more of 17 federal, state, and local regulatory agency databases. Of the 189 properties, 47 are located within a one-quarter-mile radius of the site, and 11 of the properties are Leaking Underground Storage Tank (LUST) sites. Many of these properties are located downgradient (north and east) of the project site, and therefore have low potential to impact the site. Several others, including three service stations, are located on or near Potrero Avenue. Because these properties are nearly one-quarter mile from the project site, the ESA concluded that it was unlikely these properties have affected the site. Seven properties containing USTs were identified in the ESA that do have the potential to impact the site. All but one of these properties are located within 50 feet of the site.

The project site until recently was used to receive and process recyclable materials, including aluminum, plastic, glass, and paper. Hazardous materials stored and used onsite consist of new and used lubrication oils, transmission fluids, compressed gases, degreasing solvents, cleaning solutions, and batteries for the maintenance and operations of machinery and vehicles. Three above-ground storage tanks (ASTs) are located on the site. Two 150-gallon ASTs with secondary containment store new oil and will be removed during project excavation. (55-gallon drums containing used oil, transmission fluid, and coolant have already been removed). A 250-gallon AST previously stored diesel fuel. Following a recent spill from the tank, its use was discontinued prior to the change in ownership of the site.

Previous investigations attempted to locate an abandoned underground storage tank (UST) believed to exist on the Rhode Island Street side of the building. San Francisco Fire Department records showed permits for a 170-gallon UST on the site from 1935 to 1970, however, there are no records of removal of the UST. The tank reportedly contained paint thinner. In June 1992 Norcal dug a trench 23 feet long, 8 feet wide, and 6 feet deep in an attempt to locate the UST. Although no tank was located, three oil pipes that lead to a former hydraulic press area were found. Any discovered USTs would be removed during the project excavation, following all City and State regulations.

Some of the previous subsurface investigations identified soils contaminated with total petroleum hydrocarbons (TPH) as diesel (TPHd) (up to 110 parts per million (ppm)), TPH as gasoline (TPHg) (up to 1,600 ppm), and halogenated volatile organic compounds (HVOCs), such as naphthalene, in selected samples. The highest concentrations of hydrocarbons in soil, which appear to be limited in area, were found in a boring near the suspected abandoned UST. Elevated levels of chromium, nickel, and lead were also found in several soil samples. Groundwater at some locations was contaminated with up to 46,000 parts per billion (ppb) of TPHg and 10,000 ppb of benzene. Detectable concentrations of HVOCs, chromium, and nickel were also found in some groundwater samples. The source of hydrocarbons detected in groundwater near the northwestern corner of the site appears to be offsite because it is upgradient with respect to the site. Subsequent groundwater sampling from wells on the west side of Kansas Street support this conclusion.

SCI conducted additional subsurface testing in April and May 1998, drilling six new borings and purging and sampling groundwater from three groundwater monitoring wells previously drilled by EMCON in 1989. SCI's investigation focused on evaluating the potential source(s) and extent of non-petroleum chemicals (i.e., chromium, nickel, lead, and HVOCs) in the soil and/or groundwater beneath the site. SCI also evaluated the presence of asbestos and lead-based paint (LBP) in building materials and the presence of heavy metals in dust and dirt on the warehouse floor.

Testing of 24 collected soil samples revealed detectable concentrations of chromium, nickel, lead, and asbestos. All of the total metal concentrations were well below the applicable Total Threshold Limit Concentrations (TTLCs), with the exception of two samples, which had nickel concentrations right at the TTLC of 2,000 ppm. The TTLCs are established by the State Department of Toxic Substances Control (DTCS) as one of the criteria for defining a hazardous waste. Testing of the extractable concentrations of these metals using the California Waste Extraction Test (WET) resulted in exceedance of the Soluble

Threshold Limit Concentration (STLC) for lead in two samples and exceedance of the STLC for nickel in ten samples. Eight of those ten samples were either from serpentinite rock or native soils likely derived from weathering of serpentinite rock; the two samples from fill soil were 1 ppm over the STLC of 20 ppm. STLCs are another criterion established by DTSC that defines a hazardous waste. The samples were also tested for extractable chromium and nickel using the Federal Toxicity Characteristic Leaching Procedure (TCLP) to determine whether the soils and/or rock beneath the site may potentially be a federally-designated hazardous waste under the Resource Conservation and Recovery Act (RCRA); no TCLP has been established for nickel. All of the soil samples were well below the applicable TCLP limits for chromium and lead.

The ESA included testing of three samples of serpentinite bedrock and one sample of native soil overlying serpentine rock for asbestos (as chrysotile). Asbestos concentrations ranged from 2 to 3 percent, above the TTLC of 1 percent. The ESA also concluded that the highest nickel and chromium concentrations (up to a TTLC of 2,000 ppm) detected in the soil samples occur naturally on the site in serpentinite bedrock and native soils derived from weathering of that rock. It is anticipated that the excavated soil and bedrock contaminated with concentrations of asbestos, metals, petroleum hydrocarbons and related compounds (i.e., TPHg, TPHd, and /or BTEX), as documented in earlier ESAs, would be removed during site excavation using such precautionary measures as wetting the site, covering the excavated material, and then disposing the soils at a permitted landfill. Pertaining to this issue, the project sponsor has agreed to implement Mitigation Measures 1 and 3 in the Mitigation Measures section of this Initial Study.

SCI collected a grab sample of groundwater from each of the six soil borings drilled and from each of the three existing monitoring wells, for a total of nine groundwater samples. Test results were compared to the applicable maximum contaminant levels (MCLs) established by either the California Environmental Protection Agency (CalEPA) or the U.S. Environmental Protection Agency (EPA). One sample exceeded the MCL for chromium and four samples exceeded the MCL for nickel; all samples were well below the MCL for lead. Several HVOCs were detected in the groundwater samples, including 1,1-dichloroethane (1,1-DCA), 1,2-dichloroethane (1,2-DCA), 1,1,1-trichloroethane (1,1,1-TCA), 1,1-dichloroethene (1,1-DCE), and chloroform. One sample each exceeded the MCLs for 1,1-DCA, 1,2-DCA, and 1,1,1-TCA, and two samples exceeded the MCL for 1,1-DCE; all samples were below the MCL for chloroform. The MCLs apply to drinking water, and local groundwater sources are not used as a potable supply. Thus, the chromium and nickel concentrations in the groundwater above the MCLs would not be subject to review by Regional Water

Quality Control Board. HVOCs are likely from past site operations, and Hydrocarbons are believed to come from a suspected offsite UST at 300 Kansas Street and a former onsite UST.

With the implementation of standard construction practices, and compliance with state and local laws, it is anticipated that site disturbance during excavation and construction, and the operation of the developed site would not pose a health risk to workers or the public through exposure to groundwater.

Asbestos

Surveys of the existing buildings for asbestos-containing building materials (ACBM) were conducted in December 1988 by Harding Lawson and Associates and in May 1998 by Stratus Environmental. These surveys identified potentially friable ACBM in floor tiles in the offices along the eastern side of the warehouse, which would be removed in accordance with local and state regulations prior to building demolition, and small quantities of non-friable ACBM in roofing silver compound and sheet rock joint mud, which would not require any special handling prior to demolition. The friable ACBM should be removed in accordance with Bay Area Air Quality Management District (BAAQMD), California Occupational Safety and Health Administration (CAL-OSHA), and California Department of Health Services (DHS) requirements. Prior to conducting any renovation or construction activities that would disturb friable ACBM (including potentially friable ACBM and non-friable ACBM that could be rendered friable by the proposed activities), the ACBM should be abated.

Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or asbestos abatement work. The notification must include the names and addresses of the operations and the names and addresses of persons responsible; location and description of the structure to be demolished/altered, including size, age, and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or asbestos abatement work; nature of the planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the

District will inspect any removal operation about which a complaint has been received. Any ACBM disturbance at the project site would be subject to the requirements of District Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation and Manufacturing.

The local office of the State Occupational Safety and Health Administration must also be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow State regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California Law, the Department of Building Inspection would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as part of the permit review process, would ensure that any potential impacts due to asbestos would be reduced to a level of non-significance.

Lead-Based Paint

Stratus Environmental also surveyed and tested the buildings for lead-based paint (LBP). Thirteen paint samples were collected from walls, ceiling, structural columns, and the exterior corrugated metal walls. All 13 samples contained lead at levels that could cause worker and/or community exposures during demolition activities. The demolition of buildings containing lead-based paint must be conducted in compliance with Chapter 36 of the *San Francisco Building Code,* (Work Practices for Exterior Lead-Based Paint). Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The Ordinance contains performance standards, including establishment of containment barriers at least as effective at protecting human health and the environment as those in the most recent *Guidelines for Evaluation and Control of Lead-Based Paint Hazards* promulgated by the U.S. Department of Housing and Urban Development, and identifies prohibited practices

in disturbance or removal of lead-based paint. Any person performing work subject to the Ordinance shall make all reasonable efforts to prevent migration of lead-based paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The Ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection, of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/ or removed; anticipated job start and completion dates for the work; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. There are other notice requirements in addition to those listed above. The Ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the Ordinance.

These regulations and procedures, already established as part of the building permit review process, would ensure that potential impacts of the proposed project due to the presence of lead-based paint would be reduced to a level of insignificance.

The survey conducted by Stratus Environmental also included collection of dust and dirt samples from selected floor areas in the warehouse and testing them for 24 metal contaminants of concern. Laboratory results indicated that these elements were not present at levels that would require additional clean-up or containment during demolition.

The project sponsor would fully remediate the entire site from all identified and potential hazardous materials.

fire safety

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. The final building plans for any new or modified office building project is reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection) in order to ensure conformance with these provisions. The proposed project would conform to these standards, which would include sprinkler systems

throughout the building. In this way, potential fire hazards (including those associated with hydrant water pressure and emergency access) would be mitigated during the permit review process. Therefore, hazards and fire safety require no further analysis and will not be discussed in the EIR.

	Yes	No	Discussed
13. **Cultural** - Could the project:			
a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	☐	■	■
b. Conflict with established recreational, educational, religious or scientific uses of the area?	☐	■	■
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or (proposed) Article 11 of the City Planning Code?	☐	■	■

A cultural resources evaluation of the project site was completed by an independent consultant and is summarized here.[1] In its natural state, the project site was situated on windswept, gently sloping, relatively low-lying ground, ranging in elevation from 5 to 15 feet above sea level. The site was situated within or directly adjacent to the marshlands that bordered the original shoreline of Mission Bay, located less than a quarter mile to the east. Mission Creek was less than a quarter mile north of the site, and several small tributaries of Mission Creek flowed within 50 to 100 meters of the site. A large lagoon, subsequently known as Laguna de Dolores, was located near the western boundary of the site. This lagoon continually diminished in size between the closing decades of the 18th century and about 1850, and was ultimately filled in completely. Vegetation in the project area was probably similar to the vegetation found throughout most of the northern San Francisco peninsula, mainly grasses, scrub brush, and occasional stands of willows and oak trees.

The project site is situated in what was, prior to the arrival of the first Europeans, the northwestern portion of the territory occupied by the Costanoan people, a Native American group also referred to in anthropological literature as the Ohlone. The marshes of Mission Bay were situated in close proximity to the project site, as were several natural sources of fresh water (i.e., Mission Creek and its tributaries).

Previous research has shown that such environments may have represented favorable sites for a Native American settlement. Several deeply buried, previously unrecorded prehistoric sites have been recently discovered in the South of Market area. An assessment of the characteristics of these archaeological sites and their proximity to the shoreline of Yerba Buena Cove and the marshes bordering Mission Bay suggests that similar prehistoric/protohistoric (up to 1775 A.D.) archaeological deposits may exist within or adjacent to the proposed project site.

It is unlikely that there was any regular activity on the project site or its immediate vicinity during the Spanish, Mexican Periods or Early American eras (1776-1848). The Mission Dolores and the Presidio, the principal centers of activity, were located at a considerable distance from the site, and the gradual growth of the settlement of Yerba Buena (later renamed San Francisco) was also quite removed from the project site and separated by the waters of Mission Bay. Throughout the entirety of the Early Historic Period, the project area remained in a completely natural state.

The first settlement and development in the vicinity of the project site occurred along what is now 16th Street, near Harrison Street, more than one-half mile west of the site. During the Gold Rush era (1849 - 1857) 16th Street was the only east-west thoroughfare in the area known today as the Mission District. Mission Street, little more than a dirt path, was the primary north-south thoroughfare, connecting Mission Dolores with the growing city center. No streets yet existed within what today is the Potrero Hill neighborhood, the location of the proposed project site. It was not until the mid 1860s that any substantial development of the project area occurred. In 1865, Long Bridge was constructed across the shallow waters of Mission Bay, connecting the South of Market area with Potrero Point. Once this important link was established, the project environs began slowly developing as the growing city's main industrial area.

Following completion of Long Bridge, efforts began to reclaim Mission Bay, which measured nearly a mile across. Initially filled with sand by hand and horse cart, steam shovels and small rail cars were subsequently employed. Rock excavated for a nearby railroad line was later added to the bay fill, along with garbage and debris. Following the Great San Francisco Earthquake and Fire of 1906, many tons of building debris were dumped into Mission Bay, accelerating its reclamation. By 1910 the bay had been completely filled in. Meanwhile, a systematic program of cutting and grading was occurring throughout the city to bring elevation grades into conformity with an official city base system established by the San Francisco Board of Supervisors. A series of municipal orders established required elevations at the intersections of the four streets surrounding the project site which, with the exception of 16th Street, were

not graded until the late 1870s. The required elevations, which were established from a city base of zero ranged from eight feet at 16th Street and Rhode Island to 26 feet at 17th Street and Rhode Island.

Analysis of available data on the original topography of the site indicates that a modest layer of fill (probably between 5 and 10 feet) was placed in various potions of the project site when the area was brought into conformity with the established city grade system during the 1870s or early 1880s. It does not appear that any appreciable cutting was performed on the site in the course of the mandated grading activity, leading to the conclusion that if prehistoric/protohistoric and/or historic period cultural resources were ever deposited beneath the project site, those materials may remain, perhaps in a relatively intact state of preservation.

The first known development on the project site was a small, single-story structure erected at the corner of 16th and Kansas Streets sometime between 1887 and 1900. In addition, an elevated pipeline trestle crossed the northern half of the site. At this point, the site was part of a sparsely settled residential neighborhood, filled with a scattering of modest, single-story frame dwellings. In the ensuing decades through the 1920s, the area was transformed into an industrial district. The block and the surrounding vicinity escaped the devastation of the Great Fire that accompanied the 1906 earthquake. The existing project building was erected on the site in 1911 to house the Dyer Brothers/Golden West Irons Works, Inc., which also occupied a variety of structures in neighboring blocks. Other properties surrounding the project site were developed in the early 1900s and included a lumber mill, fuel oil company, soap factory, and glycerin manufacturer. By the 1930s, neighboring uses included a wool manufacturer, pipe-fitting warehouse, machine shop, brewery, and a wholesale meat business. Since the early decades of the 20th century, the project area has remained a heavy industrial district, with little economic, demographic, or architectural change taking place.

In summary, the body of available historical and archaeological evidence suggests that there is a potential for encountering prehistoric/protohistoric archaeological resources at the site. There is little likelihood of recovering cultural resources from the Spanish/Mexican, Early American, or Gold Rush periods (1775-1857). However, if archaeological resources from these periods were to be encountered on the site, they would be historically and/or archaeologically significant.

Construction of two and a half below-grade parking levels for the proposed project would require excavation of approximately 39,000 cubic yards from the site. Given the possible presence of

prehistoric/protohistoric artifacts within the confines of the site, a program of pre-construction archaeological testing and evaluation is recommended to determine the presence or absence of subsurface cultural resources of significance. With implementation of Mitigation Measure 4 in this report, the project's potential impact on subsurface cultural resources would be reduced to a level of insignificance. Archaeological resources, therefore, require no further analysis and will not be included in the EIR.

Since the project area does not have an established recreational, educational, religious or scientific use, the proposed project would not conflict with these uses.

The potential of the proposed project to affect historic and architectural resources of significance would be limited to its potential effect on adjacent properties. Buildings in the immediate vicinity of the project site were surveyed between 1974 and 1976 as part of a City-sponsored city-wide inventory of architecturally significant buildings. The inventory assessed the architectural significance of 10,000 surveyed structures from the standpoint of overall design and particular design features. Both contemporary and older buildings were included and each building was numerically rated according to its overall architectural significance. The ratings ranged from a low of "0" to a high of "5". Factors considered included architectural significance, urban design context, and overall environmental significance. No building adjacent to the project site was listed in the 1976 *Citywide Architectural Survey*. Further, no building near the project site is designated as a City Landmark, listed on the National Register of Historic Places, or subject to the provisions of Article 10 (Preservation of Historical, Architectural and Aesthetic Landmarks) or Article 11 (Preservation of Buildings and Districts of Architectural, Historical and Aesthetic Importance in the C-3 Districts) of the *Planning Code*. Hence, no further analysis of cultural resources will be discussed in the EIR.

NOTES - Cultural

[7]Archeo-Tec Inc., *Archival Cultural Resources Evaluation of the Proposed 16th and Rhode Island Office Development Project (350 Rhode Island Street) Located Within the Block Bounded by 16th, 17th, Kansas and Rhode Island Streets, City and County of San Francisco, California*, November 1998. This report is available for public review in Project File No. 97.714E at the Planning Department, 1660 Mission Street, fifth floor, San Francisco.

	Yes	No	Discussed
C. OTHER			
Require approval and/or permits from City Departments other than the Planning Department or Department of Building Inspection or from Regional, State or Federal Agencies?	☐	■	■

As discussed above, in addition to building permits from the Department of Building Inspection, the proposed project would require Conditional Use authorization from the City Planning Commission for a Planned Unit Development and project authorization under Section 321 for office development. Prior to authorizing the proposed project, the Planning Commission is required to find that the proposed project is consistent with the Priority Policies listed in Section 101.1 of the *Planning Code* (Proposition M).

D. MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT:

	Yes	No	N/A	Discussed
1. Could the project have significant effect if mitigation measures are not included in the project?	■	□	□	■
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	■	□	□	■

The following mitigation measures are related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures and also include other measures which would be, or could be, adopted to reduce potential adverse effects of the project identified in the EIR.

The project sponsor has agreed to implement the following:

1. Construction Air Quality: The project sponsor shall require the construction contractor(s) to spray the project site with water during excavation, grading, and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.

The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific

maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

2. Potential presence of contaminated soils: For the excavation and removal of soils from the site, the project sponsor shall contract with a qualified consulting firm (with registered geotechnical engineers and hydrogeologists) to prepare and implement a Site Mitigation Plan (SMP) which would be reviewed by the San Francisco Department of Public Health. The SMP would detail the specific treatment of wastes, including sampling, monitoring, and other soil handling procedures to be performed by a licensed contractor in accordance with the State and federal regulations and the site-specific health and safety requirements. The project sponsor could dispose of all the contaminated material in a Class I landfill, or the material could be excavated and systematically resampled on site to separate out soils that are not hazardous for their disposal at Class II or Class III landfills. The SMP would also include implementation of a health and safety plan for workers on the site and a notification on the site for construction workers regarding location and type of contamination present. After the project site has been cleaned up or its contaminated soil removed, the consultant who prepared the SMP would certify that the site is clean and usable for the proposed project.

3. Cultural Resources: The project sponsor shall retain the services of an archaeologist. During removal of foundation materials following demolition of the existing buildings on the project site, the archaeologist shall carry out a pre-excavation testing program to better determine the probability of finding archaeological remains on the site. The testing program shall consist of a series of mechanical, exploratory borings or trenches and/or other testing methods determined to be appropriate by the archaeologist.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist shall submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO, and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures shall be implemented by the project sponsor and might include a program of on-site monitoring of all pile driving and any site excavation that may be necessary, during which the archaeologist shall record observations in a permanent log. Whether or not there are

archaeological finds of significance, the archaeologist shall prepare a written report on the monitoring program that shall be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor shall designate one individual on site as his/her representative. This representative shall have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of archaeological resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the ERO, and the project sponsor shall halt any activities which the archaeologist and the ERO jointly determine could damage such archaeological resources. Ground disturbing activities which might damage archaeological resources shall be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the archaeological finds and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program; additional on-site investigations by the archaeologist; and/or documentation, preservation, and recovery of archival material.

Finally, the archaeologist shall prepare a report documenting the archaeological resources that were discovered; an evaluation as to their significance; and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure shall be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report shall be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center. Three copies of the final report shall be submitted to the ERO, accompanied by copies of transmittals documenting distribution of the final report to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center.

E. ALTERNATIVES

Alternatives to the proposed project will be defined further and described in the EIR. At a minimum, alternatives analyzed will include the following:

1. A No Project Alternative, in which the site would remain in its existing condition.
2. A Smaller Office Alternative, in which a two-story building of approximately 150,000 square feet would be developed with office and parking.
3. A Light Industrial Use, in which a two-story building would be constructed to house light industrial uses.

F. MANDATORY FINDINGS OF SIGNIFICANCE

	Yes	No	Discussed
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	☐	■	☐
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	■	☐
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	■	☐	■
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐

The project would add approximately 300,000 square feet of office space, and would have transportation and related impacts that could be potentially significant. The EIR will consider and evaluate these issues and impacts.

G. ON THE BASIS OF THIS INITIAL STUDY

☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers 1, 2, and 3, , in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

■ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

_____

HILLARY E. GITELMAN
Environmental Review Officer
for
Gerald G. Green
Director of Planning

Date:_____

APPENDIX B: DRAFT EIR DISTRIBUTION LIST

A. DRAFT EIR DISTRIBUTION LIST

FEDERAL AND STATE AGENCIES

California Dept.Transportation
P.O. Box 23660
Oakland, CA 94623-0660
Attn: Nandini N Shridhar

Northwest Information Center
Dept. of Anthropology
Sonoma State University
Rohnert Park, CA 94928
Attn: Christian Gerike

State Office of Intergovernmental Mgmt.
State Clearinghouse
1400 10th St.
Sacramento, CA 95814

REGIONAL AGENCIES

Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94604-2050
Attn: Susan Ryder

Regional Water Quality Control Board, SF Bay Region
1515 Clay St., Ste. 1400
Oakland, CA 94612
Attn: Judy Huang

Craig Goldblatt
Metropolitan Transportation Commission
101 Eighth St.
Oakland, CA 94607

Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109
Attn: Joseph Steinberger

CITY AND COUNTY OF SAN FRANCISCO

San Francisco Redevelopment Agency
770 Golden Gate Ave.
San Francisco, CA 94102

Patsy R. Oswald, Secretary
Darshan H. Singh
Leroy King
James Morales, Executive Director
Manuel A. Rosales
Lynette Sweet
Benny Y. Yee, President
Mark Dunlop, Vice President
Neli Palma

Landmarks Preservation Advisory Board
1660 Mission St., 5th Flr.
San Francisco, CA 94103

Daniel Reidy, President
Penny Magrane, Vice President
Ina Dearman
Paul Finwall
Nancy Ho-Belli
Tim Kelly
Jeremy Kotas
Donna Levitt
Suheil Shatara

San Francicso Planning Commission
1660 Mission St.
San Francisco, CA 94103
Anita Theoharis, President
Beverly Mills, Vice President
Linda Richardson
Lawrence B. Martin
Beverly Mills
Dennis A Antenore
Cynthia Joe
Hector Chinchilla
Jonas P. Ionin, Secretary

Department of Building Inspection
1660 Mission Street
San Francisco, CA 94103
Attn: Frank Chiu, Director

San Francisco Dept. of Parking & Traffic,
Traffic Engineering Division
25 Van Ness Avenue
San Francisco, CA 94102
Attn: Bond Yee

Mayor's Office of Community Development
25 Van Ness Avenue, Suite 700
San Francisco, CA 94102

Neil Hart
Preservation Coordinator
Landmarks Preservation Advisory Board
1660 Mission St., 5th Flr.
San Francisco, CA 94103

Bill Carney
San Francisco Redevelopment Agency
770 Golden Gate Ave.
San Francisco, CA 94102

Bureau of Energy Conservation
Hetch Hetchy Water & Power
1155 Market Street, 4th Floor
San Francisco, CA 94103
Attn: John Deakin, Director

Thomas Rivard
Dept. of Public Health
Bureau of Environmental Health Mgmt.
201 Grove Street
San Francisco, CA 94102

Division of General Engineering Services
30 Van Ness Avenue, 5th Floor
San Francisco, CA 94102
Attn: Margaret Divine

Anthony Delucchi, Director of Property
SF Real Estate Dept.
25 Van Ness Ave., 4th Flr.
San Francisco, CA 94102

San Francisco Dept.of Public Works
Division of Streets and Mapping
875 Stevenson Street, Room 465
San Francisco, CA 94103
Attn: Barbara Moy

San Francisco Fire Department
Division of Planning & Research
698 Second St.
San Francisco, CA 94107
Attn: Lorrie Kalos

SF Public Utilities Commission
425 Mason St., 4th Flr.
San Francisco, CA 94102
Attn: Bruce Bernhard

Superintendent
San Francisco Unified School District
135 Van Ness Ave.
San Francisco, CA 94102

Deborah Learner
SF Recreation & Park Dept.
McLaren Lodge, Golden Gate Park
Fell and Stanyan Streets
San Francisco, CA 94117

San Francisco Municipal Railway
MUNI Planning Division
949 Presidio Avenue, Room 204
San Francisco, CA 94115
Attn: Peter Straus

Karita Zimmerman, Manager
Environmentral Compliance
BART - (IBB-17)
800 Madison St.
Oakland, CA 94607

Maria Ayerdi
Mayor's Office of Economic Dev.
City Hall, Room 448
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Police Department, Planning Division, Hall of Justice
850 Bryant Street, Rm 500
San Francisco, CA 94103
Attn: Capt. Timothy Hettrich

Anson B. Moran, General Manager
SF Public Utilities Commission
1155 Market St.
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Nelson Wong
SF Department of Public Works
Bureau of Engineering
1680 Mission Street
San Francisco, Ca 94103

Chancellor
San Francisco Community College District
33 Gough Street
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Mayor's Office of Housing
25 Van Ness Avenue
Suite 600
San Francisco, CA 94102
Attn: Marcia Rosen

Water Department, Distribution Division
425 Mason Street
San Francisco, CA 94102
Attn: Hans Bruno
Denise Brady

SF Dept. of Public Works
Bureau of Street Use and Mapping
875 Stevenson St., Room 465
San Francisco, CA 94103

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Associated Press
1390 Market Street, Suite 318
San Francisco, CA 94102
Attn: Bill Shiffman

Leland S. Meyerzone
KPOO - FM
P.O. Box 6149
San Francisco, CA 94101

San Francisco Bay Guardian
520 Hampshire St.
San Francisco, CA 94110
Attn: Gabe Roth, City Editor

San Francisco Business Times
275 Battery Street
Suite 940
San Francisco, CA 94111
Attn: Tim Turner

San Francisco Chronicle
925 Mission Street
San Francisco, CA 94103
Attn: Elliot Diringer

San Francisco Examiner
P.O. Box 7260
San Francisco, CA 94120
Attn: Gerald Adams

The Sun Reporter
1366 Turk Street
San Francisco, CA 94115

Tenderloin Times
146 Leavenworth Street
San Francisco, CA 94102
Attn: Rob Waters

San Francisco Independent
1201 Evans Avenue
San Francisco, CA 94124

LIBRARIES

Stanford University Libraries
Jonsson Library of Government Documents
State & Local Documents Division
Stanford, CA 94305

Government Publications Department
San Francisco State University
1630 Holloway Avenue
San Francisco, CA 94132

Hastings College of the Law - Library
200 McAllister Street
San Francisco, CA 94102-4978

Institute of Government Studies
109 Moses Hall
University of California
Berkeley, CA 94720

Government Documents
Main Library - Civic Center
100 Larkin Street
San Francisco, CA 94102

Potrero Library
1616 20th St.
San Francisco, CA

Kate Wingerson
Document Library
City Library - Civic Ctr.
San Francisco, CA 94102

PROJECT SPONSOR

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Julie Stein
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McCarthy & Schwartz
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Pfau Architecture
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Hernon Construction Inc.
444 De Haro, #127
San Francisco, CA 94107

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1616 16th St., 3rd Flr.
San Francisco, CA 94103

Minda Dudley
312 Kansas St.
San Francisco, CA 94103

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Vanguard Public Foundation
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Kimberly Thompson
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Lower Potrero Hill Prop. Own & Rent
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Liaison
Potrero Beautification Group
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San Francisco, CA 94107

Sue Hestor
S. F. Reasonable Growth
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San Francisco, CA 94102

Ron Miguel
PAR
600 DeHaro St.
San Francisco, CA 94107

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Board
Lower Potrero Hill Neighborhood Assn.
934 Minnesota Street
San Francisco, CA 94107

Richard Millet
Potrero Boosters & Merchants Assn.
1459 - 18th St., Suite 133
San Francisco, CA 94107

Carole Burke & Maxime Newman
Giftcenter Tenants Assoc.
888 Brannan St., Ste. 614
San Francisco, CA 94103

B. DRAFT EIR NOTIFICATION DISTRIBUTION LIST

ADJACENT PROPERTY OWNERS & TENANTS

L Ray Gaddis
15143 Alondra Ln.
Saratoga, CA 95070-6446

Giuseppe Giurlani Etal
P.O. Box 62349
Sunnnyvale, CA 94088-2349

Dos Pinas
251 Rhode Island St.
San Francisco, CA 94103

Barbara Scavullo Design
251 Rhode ISland St.
San Francisco, CA 94103

Winton Properties Inc.
383 Rhode Island St.
San Francisco, CA 94103-5133

Tiempo Interiors
383 Rhode Island St.
San Francisco, CA 94103-5133

Jeffrey Renfro Etal
1809 19th St.
San Francisco, CA 94107-2715

Action Auto Care
375 Rhode Island St.
San Francisco, CA 94103

Plug Busters
375 Rhode Island St.
San Francisco, CA 94103

Christian Barbe Etal
P.O. Box 6945
San Carlos, CA 94070-6945

Macor Inc.
5 Thomas Mellon Circle, Ste. 304
San Francisco, CA 94134-2501

Audrey Etienne Etal
455 El Centro Rd.
Hillsborough, CA 94101-6672

The Lamp Shop
340 Kansas St.
San Francisco, CA 94103

JRM Intl
340 Kansas St.
San Francisco, CA 94103

Janice Lee Etal
355 Buena Vista Ave., #406
San Francisco, CA 94117-4174

Peter Myrner Etal
390 Kansas St.
San Francisco, CA 94103-5130

Siamak Akhavan Etal
5764 Peladeau St.
Emeryville, CA 94608-2522

Mr. and Mrs. Jay Hoppe
300 Kansas St.
San Francisco, CA 94103-5130

Nancy Kapogiannis Etal
1177 California #1501
San Francisco, CA 94108-2223

Cal School Mechanical Arts
755 Ocean Ave.
San Francisco, CA 94112

Basic Brown Bear Factory
444 De Haro St.
San Francisco, CA 94107

Occupant
1700 16th St.
San Francisco, CA 94103

Occupant
1616 16th St. Mezz.
San Francisco, CA 94103

Occupant
1616 16th St. 2nd Flr., Mezz.
San Francisco, CA 94103

Occupant
1616 16th St. 2nd Flr. A
San Francisco, CA 94103

Occupant
1616 16th St. 2nd Flr. B
San Francisco, CA 94103

Occupant
1616 16th St. 3rd Flr. 1
San Francisco, CA 94103

Occupant
1616 16th St. 3rd Flr. 2
San Francisco, CA 94103

Occupant
1616A 16th St.
San Francisco, CA 94103

Occupant
235 Kansas St., Grd Flr.
San Francisco, CA 94103

Occupant
235 Kansas St. # 200
San Francisco, CA 94103

Occupant
235 Kansas St. # 203
San Francisco, CA 94103

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235 Kansas St. # 204
San Francisco, CA 94103

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235 Kansas St. # 205
San Francisco, CA 94103

Occupant
245 Kansas St.
San Francisco, CA 94103

Occupant
255 Kansas St. # 200
San Francisco, CA 94103

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255 Kansas St. # 302
San Francisco, CA 94103

Occupant
255 Kansas St. # 310
San Francisco, CA 94103

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255 Kansas St. # 320
San Francisco, CA 94103

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255 Kansas St. # 330
San Francisco, CA 94103

Occupant
295 Kansas St.
San Francisco, CA 94103

Occupant
297A Kansas St. #1
San Francisco, CA 94103

Occupant
297A Kansas St. #2
San Francisco, CA 94103

Occupant
297B Kansas St. #1
San Francisco, CA 94103

Occupant
297B Kansas St. #2
San Francisco, CA 94103

Occupant
297C Kansas St.
San Francisco, CA 94103

Occupant
299 Kansas St.
San Francisco, CA 94103

Occupant
299A Kansas St.
San Francisco, CA 94103

Occupant
251 Rhode Island St. # 100
San Francisco, CA 94103

Occupant
251 Rhode Island St. # 101
San Francisco, CA 94103

Occupant
251 Rhode Island St. # 103
San Francisco, CA 94103

Occupant
251 Rhode Island St. # 104
San Francisco, CA 94103

Occupant
251 Rhode Island St. # 105
San Francisco, CA 94103

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251 Rhode Island St. # 106
San Francisco, CA 94103

Occupant
251 Rhode Island St. # 108
San Francisco, CA 94103

Occupant
251 Rhode Island St. # 200
San Francisco, CA 94103

Occupant
251 Rhode Island St. # 202
San Francisco, CA 94103

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251 Rhode Island St. # 204-1
San Francisco, CA 94103

Occupant
251 Rhode Island St. # 204-2
San Francisco, CA 94103

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251 Rhode Island St. # 205
San Francisco, CA 94103

Occupant
251 Rhode Island St. # 207
San Francisco, CA 94103

Occupant
251 Rhode Island St. # 211
San Francisco, CA 94103

Occupant
383 Rhode Island St. # 101
San Francisco, CA 94103

Occupant
383 Rhode Island St. # 202
San Francisco, CA 94103

Occupant
383 Rhode Island St. # 203
San Francisco, CA 94103

Occupant
383 Rhode Island St. # 301
San Francisco, CA 94103

Occupant
383 Rhode Island St. # 302
San Francisco, CA 94103

Occupant
383 Rhode Island St. # 304
San Francisco, CA 94103

Occupant
383 Rhode Island St. # 305
San Francisco, CA 94103

Occupant
1900 17th St.
San Francisco, CA 94103

Occupant
350 Rhode Island St.
San Francisco, CA 94103

Occupant
360 Kansas St.
San Francisco, CA 94103

Occupant
398 Kansas St
San Francisco, CA 94103

Occupant
398B Kansas St
San Francisco, CA 94103

Occupant
2020 17th St.
San Francisco, CA 94103

Occupant
312 Kansas St 2nd Flr. #1
San Francisco, CA 94103

Occupant
312 Kansas St 2nd Flr. #2
San Francisco, CA 94103

Occupant
301 Vermont St.
San Francisco, CA 94103

Occupant
301A Vermont St.
San Francisco, CA 94103

Occupant
325 Vermont St.
San Francisco, CA 94103

Occupant
2001 17th St.
San Francisco, CA 94103

Occupant
406 Kansas St.
San Francisco, CA 94107

Occupant
1949 17th St.
San Francisco, CA 94103

Occupant
444 De Haro St. # 100
San Francisco, CA 94107

Occupant
444 De Haro St. # 101-1
San Francisco, CA 94107

Occupant
444 De Haro St. # 101-2
San Francisco, CA 94107

Occupant
444 De Haro St. # 104
San Francisco, CA 94107

Occupant
444 De Haro St. # 110
San Francisco, CA 94107

Occupant
444 De Haro St. # 112
San Francisco, CA 94107

Occupant
444 De Haro St. # 114
San Francisco, CA 94107

Occupant
444 De Haro St. # 117
San Francisco, CA 94107

Occupant
444 De Haro St. # 121-1
San Francisco, CA 94107

Occupant
444 De Haro St. # 121-2
San Francisco, CA 94107

Occupant
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APPENDIX C: INTERSECTION LEVEL OF SERVICE DESIGNATIONS

Existing and future traffic conditions at signalized intersections within the primary study area have been evaluated using the TRAF-NETSIM Traffic Simulation Model. Conditions at signalized intersections in the secondary study area have been evaluated using the *1985 Highway Capacity Manual* (Transportation Research Board, 1985) operations methodology. Both methodologies use the concept of Level of Service (LOS), which, for signalized intersections, is defined in terms of delay, or waiting time at a signal. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Intersection LOS, determined according to the vehicle delay in seconds per vehicle, range from LOS A (very low delay) to LOS F (forced flow). Table C-1 (page C.2) provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *1985 Highway Capacity Manual* method. The TRAF-NETSIM simulation calculates LOS in much the same way, with similar results, but refines the analysis based on signal progression along streets, such as the Embarcadero, and based on spill-back, when queues from one intersection extend back to a previous intersection.

In the past, for planning applications, the City of San Francisco has used a slightly different methodology than the TRAF-NETSIM or *1985 Highway Capacity Manual* to analyze operations at signalized intersections. That method, known as the *Critical Lane Analysis* (Transportation Research Circular Number 212, Transportation Research Board, 1980), determines the ratio of critical opposing traffic volumes to theoretical intersection capacity, yielding the volume-to-capacity (v/c) ratio. Intersection LOS, determined according to the value of the v/c ratio, range from LOS A (free flowing condition) to LOS F (severely congested conditions). Table C-3 (page C.3) provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *Critical Lane Analysis* methodology.

TABLE C-1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS BASED ON DELAY

LEVEL OF SERVICE	TYPICAL DELAY (SEC/VEH)	TYPICAL TRAFFIC CONDITION
A	≤ 5.0	**Insignificant Delays:** No approach phase is fully utilized and no vehicle waits longer than one red indication.
B	5.1 - 15.0	**Minimal Delays:** an occasional approach phase is fully utilized. Drivers begin to feel restricted.
C	15.1 - 25.0	**Acceptable Delays:** Major approach phase may become fully utilized. Most drivers feel somewhat restricted.
D	25.1 - 40.0	**Tolerable Delays:** Drivers may wait through more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.
E	40.1 - 60.0	**Significant Delays:** Conditions are generally the limit of acceptable delays. Vehicles may wait through several signal cycles and long queues of vehicles from upstream.
F	> 60.0	**Excessive Delays:** Represents unacceptable conditions with extremely long delays. Queues may block upstream intersections.

Sources: *Highway Capacity Manual*, Highway Research Board, Special Report No. 209, Washington, D.C., 1985; *Interim Materials on Highway Capacity*, Circular 212, Transportation Research Board, 1980; Korve Engineering.

TABLE C-2
ARTERIAL LEVEL OF SERVICE DEFINITIONS BASED ON TRAVEL SPEED

ARTERIAL CLASS	I	II	III
RANGE OF FREE FLOW SPEEDS (mph)	45 to 35	35 to 30	35 to 25
TYPICAL FREE FLOW SPEED (mph)	40	35	27
LEVEL OF SERVICE	AVERAGE TRAVEL SPEED (mph)		
A	≥ 35	≥ 30	≥ 25
B	≥ 28	≥ 24	≥ 19
C	≥ 22	≥ 18	≥ 13
D	≥ 17	≥ 14	≥ 9
E	≥ 13	≥ 10	≥ 7
F	< 13	< 10	< 7

Level of Service A: Primarily free-flow operations at average travel speeds, usually about 90 percent of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.

Level of Service B: Reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.

Level of Service C: Stable operations. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the average free flow speed for the arterial class. Motorists will experience an appreciable tension while driving.

Level of Service D: Borders on a range on which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free flow speed.

Level of Service E: Significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination or adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.

Level of Service F: Extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse progression is frequently a contributor to this condition.

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 1980.

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San Francisco Planning Department
Major Environmental Analysis
1660 Mission Street, 5th Floor
San Francisco, CA 94103

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98.714E - 350 Rhode Island Street

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TO: Planning Department,
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Please send me a copy of the Final EIR.

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